

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

April 14, 2011 Meeting

10:00 AM – 12:30 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 the following:

- table the vote on the revisions to the MPO's Memorandum of Understanding (MOU) until May 5
- release Draft Amendment Four of the federal fiscal year (FFY) 2011 element of the FFYs 2011-14 Transportation Improvement Program (TIP) for a 30-day public comment period
- approve the minutes of the meetings of March 24 and 31 with a recommended change to the minutes of March 24

Meeting Agenda

1. Public Comments

State Senator Karen Spilka requested that the MPO postpone the vote, scheduled for today, on revisions to the MPO's Memorandum of Understanding (MOU). She cited concerns expressed by legislators, who submitted letters to the MPO during a public comment period, and who would like more discussion and deliberation regarding the MOU. (See attached letters.) She stated that a comprehensive vision is needed considering the important role that transportation plays in the economic development of the region. She noted that there have been economic changes in the MetroWest area since the last MOU was adopted and that the MetroWest Regional Transit Authority should have a voting seat on the MPO.

Roland Bartl, Town of Acton, provided an update on the *Assabet River Rail Trail* and *Bruce Freeman Memorial Rail Trail* projects. The design of the Acton and Maynard sections of the Assabet River Rail Trail are underway. The MBTA is changing the design of a commuter rail station on the Fitchburg Line to provide better access from the trail. The preliminary design is under way for the Stow portion of the trail. The project proponents will be asking the MPO to program a High-Priority Program earmark for the Stow portion. A consultant has been engaged for the Bruce Freeman Rail Trail project. MassDOT is working on the 25% design of the link between Phase 2A and 2C.

R. Bartl also commented on a discussion at the meeting of March 31 regarding estimated ridership on proposed multi-use trails in the region. He asked the MPO to keep in mind that the data presented was for single data points on unfinished trails. He noted that new

sidewalks in his town are attracting more walkers, and stated that people's behavior will not change unless facilities are provided to them.

Judy LaRocca, Chair of the Bruce Freeman Rail Trail Advisory Committee, Town of Concord, also spoke regarding the staff memorandum. She remarked upon the heavy traffic congestion at the Concord Rotary and noted that the Bruce Freeman Rail Trail would provide an alternate means for those commuters to access public transit.

2. Chair's Report – *David Mohler, MassDOT*

There was none.

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

There was none.

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

The Advisory Council met on April 13 to finalize a letter to the MPO regarding the Long-Range Transportation Plan (LRTP). (See attached letter.) In the letter, the Council expresses support for the MPO's priorities in the LRTP and expresses that it favors rail, transit, bicycle, and pedestrian projects over highway projects. The Council favors funding maintenance and modernization over expansion, and it would like the MPO to leave 20% of funding unprogrammed for unforeseen projects. It would also like the MPO to study how freight movement could be improved.

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

The Transportation Planning and Programming Committee will not meet on April 21 as previously scheduled. The Unified Planning Work Program (UPWP) Subcommittee is still scheduled meet on April 21 to discuss UPWP projects.

6. Memorandum of Understanding and Election Process – *David Mohler, MassDOT, and Pam Wolfe, Manager of Certification Activities, MPO Staff*

Members were scheduled to vote today on revisions to the MPO's Memorandum of Understanding (MOU) following a public comment period. In light of comments received from state legislators that vote was postponed.

A motion to table the vote on the revisions to the MPO's MOU until the meeting of May 5 was made by Eric Bourassa, MAPC, and seconded by Jim Gillooly, City of Boston. The motion carried.

During a discussion of this topic, Mary Pratt, Town of Hopkinton, expressed opposition to a proposed change that would eliminate the requirement to have an equal number of elected cities and towns serving on the MPO. Removing that requirement would result in unfair representation on the MPO, she believes.

Paul Regan, MBTA Advisory Board, noted that the MPO should not delay the vote on the MOU too long considering the need to conduct outreach for the MPO elections.

Members agreed to hold public workshops before the final vote to provide another opportunity (beyond the public comment period) for public discussion.

Members then discussed proposed changes to the MPO's election process. (See attached memorandum on MPO municipal election procedures.) An MPO subcommittee – made up of the MPO's representatives from MAPC, the MBTA Advisory Board, and the Regional Transportation Advisory Council – was charged with reviewing the election procedures. The subcommittee has supported removing the requirement for having three cities and three towns on the MPO and recommended changing the election rules to allow six municipalities (regardless of their designation as a city or town) to serve. This change responds to guidance from the Federal Highway and Transit Administrations that the MPO encourage more municipalities to run for a seat on the MPO. The subcommittee has also recommended eliminating the rule that limits the number of municipalities from a subregion that can run, since this rule is perceived as discouraging municipalities from running. The changes also reduce the complexity of the election procedures.

M. Pratt reiterated her opposition to removing the city/town requirement and noted that serving on the MPO is a serious time commitment for town representatives.

John Romano, MassDOT Highway Division, expressed support for the change that allows any 6 municipalities to serve since it will open up the election to more municipalities.

Ginger Esty, Town of Framingham, remarked that towns are represented in two ways in this region, thorough MAPC and the MPO. Towns represent themselves in their interactions with MAPC, but town members seated on the MPO represent the entire region. If a town has a seat on the MPO, it should be taking a regional approach, not just lobbying for its own interests.

P. Regan reminded members of the outreach that the MBTA Advisory Board and MAPC – both of which administer the MPO elections – have done over the past few years around the elections. They have held Candidates' Nights, which were videotaped and put online, conducted outreach to the subregions, and released notices of elections through several avenues. He stated that he welcomes new ideas of ways to advertise the elections.

Tom Bent, City of Somerville, noted that changes to the MPO's process for developing the Transportation Improvement Program (TIP) may lead to more discussions between municipalities regarding TIP projects.

Staff was directed to set up workshops for the MOU discussions.

**7. Transportation Improvement Program Amendment – Hayes Morrison, TIP
Manager, MPO Staff**

Members were provided with tables showing Draft Amendment Four of the FFY 2011 element of the FFYs 2011-14 Transportation Improvement Program (TIP). (See attached.)

Proposed Clean Air and Mobility Projects

The amendment details the projects that the MPO's Clean Air and Mobility Program Subcommittee are recommending to receive funding under the MPO's Clean Air and Mobility Program. E. Bourassa summarized the recommended projects:

- MetroWest Regional Transit Authority: *Route 7 Saturday Service* (Year 3)
 - This service has exceeded projections for ridership.
- Town of Acton: *Rail Shuttle* (Year 2)
 - Last year the MPO also funded a Dial-a-Ride program in Acton, but the ridership was below projections. That program is not recommended for funding this year.
- Town of Hull: *Ferry Service* (Year 2)
 - The first year of this service will begin in June. The MPO has the right to re-evaluate this service based on ridership from this summer.
- Cape Ann Transportation Authority: *Stage Fort Shuttle* (Year 2)
 - This shuttle serves the Town of Gloucester.
- MBTA: *Four Head End Power Unit Retrofits*
 - This project funds the retrofit of four commuter rail locomotives to make them more fuel efficient and less polluting.
- 128 Business Council: *Smart Bus Application*
 - This project funds the development and implementation of software to make the Council's bus service more efficient and allow for more variability in its fixed routes service, and to coordinate existing transit in the Route 128 corridor.
- City of Boston: *Bike Share* (Year 2)
- Town of Brookline: *Bike Share* (Year 1)
- City of Cambridge: *Bike Share* (Year 1)

In response to a question from D. Mohler regarding the state match for the bike share projects, H. Morrison explained that the table heading indicated that the match was "state/local/in kind" and includes the amount of funding the cities are receiving from other entities such as universities and other federal grants.

D. Mohler asked that the City of Boston provide more information to the MPO about how the city is spending the funds that the MPO is programming for its Bike Share Program. J. Gillooly offered to have the city's bicycle program director give a presentation to the MPO.

Wig Zamore, Somerville Transportation Equity Partnership and Mystic View Task Force, asked if the efficiency of the retrofits to the MBTA's locomotives will be measured after the equipment is retrofitted. H. Morrison stated that the MBTA project is an extension of

a grant from the Department of Environmental Protection (DEP) and that the federal government does not require the MPO to measure the emissions resulting from the retrofits, but instead requires that the retrofit is consistent with Congestion Mitigation and Air Quality Improvement Program guidelines. Brian Kane, MBTA Advisory Board, added that the same standards used by DEP will apply to this project. D. Mohler stated that the MBTA will likely not measure these emission reductions. P. Regan added that the effectiveness could be understood based on reductions in fuel use by the locomotives. Anne McGahan, Plan Manager, MPO Staff, stated that the MBTA provided fuel usage figures to the MPO, which are used to determine emission rates for the air quality conformity of the LRTP.

M. Pratt noted that some projects that the Clean Air and Mobility Subcommittee did not recommend may be eligible for funding under the federal Job Access and Reverse Commute Program.

Other Proposed Changes

H. Morrison summarized other changes outlined in the amendment, which include the following:

- the moving of an earmark for the *Cambridge – Longfellow Bridge Gateway Improvement* project from the FFY 2011 element; it will potentially be included in the FFY 2012 element when developed
- the addition of an earmark for the design of the *Belmont – Trapelo Road* project
- the addition of earmarks for the *Boston – Boston Harbor Islands Bicycle and Pedestrian Facilities* and *Salem – Ferry Boat Service between Salem and Bakers Island* projects (these projects will ultimately be managed by the National Parks Service)
- the moving of the *Boston/Cambridge – Longfellow Bridge* and *Quincy/Weymouth – Fore River Bridge* projects from the FFY 2011 element; it will potentially be included in the FFY 2012 element when developed
- a cost increase for the *Boston – Morton Street over the MBTA* project
- the moving of funding for a Safe Routes to School Program at Jaworek Elementary School in Marlborough from the FFY 2011 element; it will potentially be included in the FFY 2012 element when developed
- the addition of Section 5307 funds for the Cape Ann Transportation Authority for facility maintenance and modernization
- the addition of Section 5309 earmarks for two Green Line projects: for *Lechmere Upgrades* and the *Green Line Extension*

The amendment also reflects a request from the MBTA to ensure consistency between MPO records and MBTA records so that both systems contain the same names for MBTA projects. Joe Cosgrove, MBTA, added that the Federal Transit Administration is asking the MBTA to consolidate its grants for reporting purposes. Staff will provide a list of MBTA grants to the MPO on a quarterly basis and staff will provide cash flow information for MBTA projects.

Given these changes, D. Mohler and P. Regan advised staff to make sure that the public is provided with the specific details in the project descriptions that the MPO provides. H. Morrison noted that staff is incorporating detailed information on the MPO's TIP Interactive Database. D. Mohler asked staff and the MBTA to provide an example of how the information would be provided before the end of the public comment period on this amendment.

In response to a question from P. Regan, D. Mohler provided more information on the addition of an earmark for the *Green Line – Lechmere Upgrades* project. He explained that the earmark was originally available to a developer. As the earmark has since been untapped, the Federal Transit Administration suggested that MassDOT apply for the funding.

A motion to release Draft Amendment Four of the FFY 2011 element of the FFYs 2011-14 TIP for a 30-day public comment period was made by T. Bent, and seconded by Lourenço Dantas, Massachusetts Port Authority. The motion carried.

8. Transportation Improvement Program Development – Hayes Morrison, TIP Manager, MPO Staff

H. Morrison provided an update on the schedule for the development of the FFYs 2012-15 TIP. The MPO is not holding Municipal TIP Input Days this year. Starting in January, staff initiated outreach regarding TIP development by sending letters to municipal chief elected officials and emails to TIP contacts in the region. Staff held three outreach meetings regarding changes to this year's TIP development in February and visited each subregion between January and March. Municipalities were asked to submit their requests and update their project information by March 7. On May 2, staff will provide evaluations on the proposed TIP projects. They will be posted on the MPO's website both in a sortable table and as part of the Interactive TIP database. The TIP development will continue into the summer as detailed in the FFYs 2012-15 TIP Development Calendar.

This year, 46 municipalities – with a total of 143 projects – have requested funding. Last year, 55 municipalities requested funds for approximately 142 projects. Only approximately 99 projects remained constant across the two years meaning that this year's submissions show a discontinuity between municipal priorities and requests over time. Additionally, the municipalities that are requesting funds appear to be requesting funding for more projects within their municipalities.

In response to a question from T. Bent, H. Morrison noted that staff has discussed the financial situation the MPO is facing at TIP outreach events. T. Bent stated that the outreach needs to convey that it will take several years for a project, once in the TIP process, to be awarded funding. Arthur Frost, MassDOT Highway District 3, added that the MPO might also consider conveying that municipalities should do what they can to reduce project costs. H. Morrison asked that MassDOT do whatever possible to make sure project cost estimates do not escalate substantially during the design review process.

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

A motion to approve the minutes of the meeting of March 24 – with a change recommended by M. Pratt to page 5 – was made by T. Bent, and seconded by M. Pratt. The motion carried.

A motion to approve the minutes of the meeting of March 31 was made by P. Regan, and seconded by M. Pratt. The motion carried.

10. Long-Range Transportation Plan – *Anne McGahan, Plan Manager, and Hayes Morrison, TIP Manager, MPO Staff*

Staff provided information and updates on the development of the Long-Range Transportation Plan (LRTP), *Paths to a Sustainable Region*.

Financials

Members were provided with financial information for the LRTP. (See attached financials.) H. Morrison described the information which shows how much federal funding is available for transportation programs statewide and how much is available to the MPO to program in each year of the LRTP from FFY 2011 to FFY 2035.

The financials show estimated federal funding for the Statewide Road and Bridge Program – which includes assumed redistribution amounts and subtracts the state’s Grant Anticipation Notes (GANs) payments – and estimated non-federal funding for road and bridge projects. The amounts shown that are available to the Boston Region MPO (from targets set by the Massachusetts Regional Planning Agency) represent 43% of the funding available to all MPOs in the state. The figures in all categories from FFY 2016 on are inflated by 3%. The Boston Region MPO has approximately \$9.8 billion dollars available over the course of the next LRTP.

The amounts shown that are available to the MPO show a comparison between the last LRTP (2009) and the LRTP under development (2011).

Members discussed the financial information.

In response to a question from J. Gillooly, D. Mohler explained that the figures for non-federal aid funding are not inclusive of a state match, but the state match is included under the Statewide Road and Bridge figures.

J. Gillooly pointed out that the MPO funding in the FFY 2011-15 timeband is relatively close to that which was available in the last LRTP if the Accelerated Bridge Program funding is factored in.

LRTP Development to Date

A. McGahan then discussed the work that the MPO has done so far on the new LRTP, which includes completing the Needs Assessment, conducting public outreach on it, developing a Universe of Projects and Programs, and conducting a preliminary evaluation of projects. (See attached memorandum.) The attached memorandum includes a list of

projects that were included in the last LRTP and are now considered as part of the No-Build network for the new LRTP.

Investment Strategies

A. McGahan then discussed investment strategies for the LRTP. (See attached investment strategy tables.) The attached tables show the Universe of Projects and Programs organized by investment category type: Modernization for Transit; Clean Air and Mobility; State of Good Repair and Maintenance for Transit and Roadway; Multimodal Traffic Management and Modernization for Roadway; Expansion for Transit, Roadway, Bicycle and Pedestrian, and Freight; and Management and Operations for Transit and Roadway. The staff evaluation of projects was based on how well a project's primary purpose meets the MPO's vision and policies for the LRTP.

Staff is requesting that the Committee consider different funding strategies for the LRTP based on different splits between investment categories, and to consider funding new programs (such as those that would address bottlenecks, improve safety, address transportation equity, etc.). In the last LRTP, the MPO split funding for highway projects to direct 70% to maintenance and 30% to expansion, and for transit projects to direct 90% to maintenance and 10% to expansion. In an amendment to that Plan, the split differed by 5-year time period for highway and went to a full 100% of transit funding going to state of good repair or maintenance.

Members discussed this topic.

Referencing a chart in the memorandum that shows a spike in funding for roadway expansion projects in the later years of the LRTP, J. Gillooly requested that staff provide a list of the projects that would fall into that category. (These projects include highway interchange projects that must be included in the LRTP because of their air quality impacts.)

D. Mohler expressed concern that page one of the investment category table appears to show that the MPO puts a higher priority on expanding the bicycle and pedestrian network than it does on maintaining the roadway network. He noted that while the MPO supports expanding the bicycle and pedestrian network it should not be a higher priority than maintaining the roadway network.

David Koses, City of Newton, noted that the MPO needs to find a balance between choosing projects that produce the greatest good for the largest number of people and those that help reach the MPO's goals.

L. Dantas pointed out that the ranking of investment categories is based on the assumption that all items are equally weighted. Assigning weights would change the priority ranking.

In response to a question from D. Mohler, A. McGahan explained the difference between the categories for "protecting critical infrastructure" under the Climate Change and

Safety and Security categories. In the Climate Change category, this item refers to adaptations to sea level rise.

In response to a question from D. Mohler regarding the purpose of the table on page one, K. Quackenbush explained that the table is not intended to make a statement about what the MPO's priorities ought to be, rather it is one way of showing how various categories line up with the MPO's visions and policies for the LRTP.

Members discussed the likely need to weight items in each category. L. Wiener noted that what is missing is the acknowledgement that some projects cost more than others to deliver the same benefits.

J. Gillooly suggested looking at the relative merits of projects without ranking them in programs, since the categories have not yet been weighted. He noted that local priorities at certain points of time need to be considered. A. McGahan stated that it is also important to see how projects fit into the regionwide priorities.

P. Wolfe added that the purpose of the table is to help the MPO understand the benefits it is buying. Staff would like to come back to the MPO with a set of options that can be discussed at the meeting of May 5.

Members discussed whether the first page of the table should be removed. D. Koses recommended removing it. L. Dantas advocated for keeping it and taking the next step to weight the categories. J. Gillooly recommended maintaining the list for a guide but not to rank the categories as they have been done. He stated that it would be a huge investment of the MPO's time to properly categorize projects and programs. J. Romano suggested using the same project evaluation categories for the LRTP as are used for the TIP, and to not categorize by program. G. Esty noted that the tables do not give weight for the number of people a project serves. D. Mohler stated that that discussion would have to happen at the project level.

Staff was advised to go forward and develop investment strategy alternatives.

Schedule

Members were provided with an updated schedule for the LRTP development. (See attached.)

11. Members Items

J. Romano announced that a design public hearing for the *93 Fast 14* project is scheduled for this evening at Medford City Hall.

E. Bourassa announced that the Boston Region Consortium for Sustainable Communities has been formalized. The MPO is a member. The first meeting of the consortium will take place soon.

D. Mohler provided an update on Congress' continuing resolution that has cuts to transportation. Funding for high-speed rail has been eliminated for FFY 2011 and \$400 million of high-speed rail grants have been rescinded. Congress has also rescinded some highway earmarks for projects in TEA-21. MassDOT will provide a list of those projects.

12. Adjourn

A motion to adjourn was made by P. Regan and seconded by T. Bent. The motion carried.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, April 14, 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
Eric Bourassa
Eric Halvorsen
Lourenço Dantas
Joe Cosgrove
Paul Regan
Laura Wiener
Steve Olanoff
Richard Reed
Christine Stickney
Ginger Esty
Mary Pratt

MPO Staff/CTPS

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

Other Attendees

Roland Bartl
Arthur Frost
Jim Gallagher
Brian Kane
Erin Kinahan
Judy LaRocca

Mary Ann Murray

Joe Onorato
Mary Anne Padien

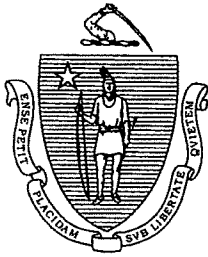
Karen Pearson

Chris Reilly
Jaclyn Reiss
Senator Karen Spilka

Town of Acton
MassDOT District 3

MBTA Advisory Board
MassDOT District 6
Bruce Freeman Rail Trail
Advisory Committee
Access Advisory Committee to
the MBTA
MassDOT District 4
Office of State Senator Karen
Spilka
MassDOT Office of
Transportation Planning
Town of Lincoln
MetroWest Daily News

Sheri Warrington	Office of State Senator Thomas McGee
Wig Zamore	Somerville Transportation Equity Partnership / Mystic View Task Force



COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE
STATE HOUSE, ROOM 112, BOSTON 02133-1053

SENATOR THOMAS M. MCGEE
THIRD ESSEX AND MIDDLESEX
DISTRICT

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COMMITTEES:

CHAIR - LABOR & WORKFORCE DEVELOPMENT
CHAIR - PUBLIC SERVICE
CHAIR - CHILDREN'S CAUCUS
VICE-CHAIR - CHILDREN, FAMILIES AND
PERSONS WITH DISABILITIES
VICE-CHAIR - FINANCIAL SERVICES
JUDICIARY
TRANSPORTATION

April 11, 2011

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

Dear Secretary Mullan:

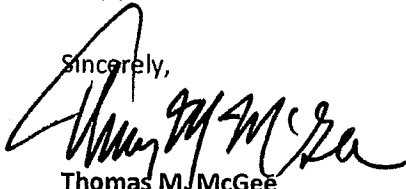
I have reviewed the draft Memorandum of Understanding by and among the members of the Boston Metropolitan Planning Organization and submit for your consideration my input as this governing document is updated to meet the evolving needs of the region's transportation planning and programming. Subsequent to major reform in the Commonwealth's transportation organization over the past two years, it is my hope that the MPO will take this opportunity to embrace a regional focus that strives to be more inclusive, accessible and transparent to all stakeholders.

The size and diversity of the Boston MPO region will always dictate that there are competing transportation needs within the region for a limited amount of funding. However, it has been my experience, over the past few years specifically, that the system for planning and prioritizing projects and funding is not meeting the criteria set by the federal government in the 3-C process. In fact, it is my belief that the current system is severely lacking in outreach and inclusiveness to the extent that the MPO's ability to ensure regional equity is compromised. Both in the face of budget cuts and during the influx of one-time federal stimulus funds, I have experienced frustration in trying to work within the current structure of the MPO. I would respectfully suggest that the revised MOU is an important opportunity to correct many issues that make the transportation planning process of the Boston MPO a complex and frustrating process for stakeholders at both the state and local levels. I make the following suggestions based on close observation and continual participation in the MPO's current planning practices:

1. In Section 2, I would recommend that a member of the Legislature whose district is part of the Boston MPO region be added to the list of entities comprising the voting membership of the MPO. The current membership includes members of the executive branch and a cohort of municipal officials but does not allow for participation by officials elected to the Legislature. I would suggest that having a Legislator on the MPO would enable greater transparency into the programming and planning of transportation projects within the region.
2. I would amend Section 2, subsection C1 to state that the timely dissemination of information to members of the MPO **and the public** requires that **all materials to be considered at a meeting** of the MPO or any subcommittee thereof be made available online 48 hours in advance of said meeting.
3. The election process by which municipal members of the MPO are selected should be amended to require that “the process for nominating and electing the six other municipal members shall be approved by the Boston Region MPO to fulfill the objective of having a **geographically diverse membership...**” which may necessitate additional municipal seats on the MPO to ensure equitable representation across the region and among cities and towns.
4. In Section 2D, I would further suggest including language that limits the number of consecutive terms for which a municipality may serve as a voting member of the MPO.
5. In Section 2E, I would amend the principal mission of the Advisory Council to require that the council be responsible for “**actively bringing together**” the listed stakeholders and “**to ensure broad and robust participation**” such that if any sub-region or concerned group is not represented the Advisory Council would conduct outreach to the public and private entities that are underrepresented among the voting members of the Advisory Council.
6. In Section 4A, I would further require that the identified First Tier Projects list and the Universe of Projects list be maintained and made available to the public online. Similarly, in Section 4C, I would require that the prioritization criteria be maintained and made available to the public online.
7. In Section E1, I would clarify that the detailed future federal aid payments for the Central Artery/Tunnel project as specified be made available online to members of the public.
8. Lastly, I would put forth a new requirement that the MPO meet at least once quarterly in a location other than Boston and that the meetings outside of Boston rotate around the region to provide greater access to the work conducted by the MPO.

It is my strong belief that these recommendations would result in a more transparent and inclusive 3-C planning process for the entire region as required by the federal government. It is my sincere hope that adopting these recommendations will allow us to move forward in a very positive direction to meet the challenges of planning and programming that considers "all transportation modes and supports metropolitan community development and social goals" throughout the region. Thank you in advance for your consideration of these suggested amendments to the Draft Memorandum of Understanding. If I may provide further information or answer any questions, please do not hesitate to contact me.

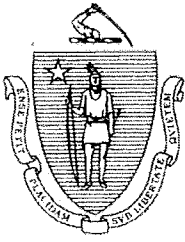
Sincerely,

A handwritten signature in black ink, appearing to read 'Tom McGee', written over a large, stylized initial 'T'.

Thomas M. McGee

State Senator

Third Essex and Middlesex District



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

MASSACHUSETTS
DEPARTMENT
OF TRANSPORTATION

APR 12 2011

April 12, 2010

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

Dear Secretary Mullan

We, as elected officials representing communities in the MetroWest/Greater 495 region, have long had an interest in the transportation infrastructure programming process as determined by the Boston Region Metropolitan Planning Organization (Boston MPO). As such, we have examined the proposed new draft of the memorandum of understanding (MOU) among the member entities of the Boston MPO. As we feel that the MetroWest/Greater 495 region is in danger of being hamstrung by the antiquated infrastructure planning system that the Boston MPO represents, we wish to take this opportunity to encourage you to go beyond your stated objective of updating the existing MOU to "reflect the reorganization of the state's transportation agencies" and build a new MOU based on a vision similar to the one that created MassDOT.

The recent transportation reform legislation, *Chapter 25 of the Acts of 2009*, was a dramatic restructuring that introduced accountability as well as efficient, effective coordination of all surface transportation activities. Under your leadership, Mass DOT has embraced the vision of that landmark legislation and created a unified, independent and successful agency that we can all be proud of. A new memorandum of understanding to guide the work of such a large Metropolitan Planning Organization as the Boston MPO should be equally bold and transformative.

In the years since 2001, the last time the MPO redrafted its MOU, many of the 101 towns and cities which comprise the region have experienced dramatic changes in their need for and use of transportation assets. The area that we represent—the MetroWest/Greater 495 Region—now has the second largest employment base in the Commonwealth, with 1 out of every 11 jobs in the state and a

payroll approaching \$18 billion. Many of the Commonwealth's major businesses have established headquarters here. In addition, as of 2007 a full 78% of all Framingham residents commuted to jobs within this region, a trend that is echoed throughout other MetroWest/ Greater 495 cities and towns. This is a clear change from the 'hub and spoke' model that the Boston MPO was set up to program for. Despite these changing circumstances—and the clear emergence of our region as an economic powerhouse—the Boston MPO is designed to apply old-fashioned formulas to determine how infrastructure dollars are distributed.

As the Commonwealth climbs out of this terrible recession and into a broad-based recovery, it must rely on the economic vitality of this region. Other suburban regions of the Boston MPO have similarly become home to emerging industry clusters. If existing businesses are to be retained or grown, and new businesses are to be established, the strengths of all the 101 cities and towns in the MPO must be relied upon.

Transportation infrastructure investments will play a crucial role in our economic recovery. The planning and programming that guides those investments must rely on a comprehensive vision of the entire region that reflects existing reality. Creating that vision and doing that work requires that we bring together the diverse voices that exist throughout the region. Those voices must be empowered with the responsibility to carry out the vision. They must be voting members of the MPO.

Again, we believe that the best course would be to build a new MOU based on a new vision rather than use the existing MOU as a baseline document that merely needs amendment. However, we have specific concerns with the text of that document which need to be addressed in any MOU adopted:

Draft MOU Part 2. Composition and Roles of the Boston Region MPO.

Voting Membership for Towns.

The current agreement specifies the members shall include three towns and three cities, plus the City of Boston. The draft proposes to change this to six municipalities, plus the city of Boston. The unique perspective of small and large towns is potentially diminished without the certainty of three reserved seats. Without that guarantee, cities with larger centrally controlled staffs will likely get more representation.

→ We urge you to maintain the requirement that three seats be held by towns.

Voting Membership for the MetroWest Regional Transit Authority (MWRTA).

In 2007 the largest area of the state without any regional public transportation formed the MWRTA. In less than 4 years, communities with a combined population of 240,000 have joined and another town of 28,000 may join in the near future. The need for public transit in the region remains acute. The MWRTA's vision for providing that service is innovative and unique,

as is necessary to provide public transportation in a job-rich suburban environment. The MWRTA should therefore be a voting member of the MPO.

The voting membership of every other MPO in Massachusetts includes the regional transit authority that serves the region. The wisdom of this representation is widely acknowledged, even required by the federal government for some MPOs since 1992. The creation of a vision for regional transit and the establishment of priorities for investment in public transportation are unnecessarily limited when certain RTAs are excluded from the discussion. While the draft MOU continues voting representation for both the MBTA and its Advisory Board, it fails to provide for voting participation by either of the two regional transit authorities centered in the region.

→ We urge you to include a voting membership for the MWRTA.

Draft MOU Part 3. Functions and Roles of the Boston Region MPO and its Communities.

State, local and regional participation.

The existing membership is heavily weighted to entities with either a statewide or inner core focus. This may have been appropriate when the Boston Region MPO was first founded, but for the reasons stated above it is no longer the best way to ensure that we meet the goals of the 3C process, as required by federal statutes and articulated in the *whereas* clauses of the draft MOU.

One of the aspects of greatest concern in the draft MOU is the call for a process that is cooperative—"requiring effective coordination among public officials at all levels of government, and inviting the wide participation of all parties, public or private, at all stages of the transportation planning process"—but also includes language describing the City of Boston as having a "unique and essential" role in transportation planning and programming decisions, and "general purpose local governments" with an "important" role in the same decisions.

→ If "general purpose local governments" is meant to describe the other 100 cities and towns then the clause should acknowledge that they too have an essential role in planning and programming decisions.

The stated goal of a process that is "comprehensive, including ... planning and programming for the entire Region and examining all modes so as to assure a balanced planning effort" would undoubtedly be better served with more representation from the broad range of stakeholders in the community. The draft MOU does not expand the diversity of voices on the MPO. The existing MOU had seats for three agencies which were consolidated by transportation reform;

the draft MOU merely provides the secretary of DOT with the power to name three representatives.

→ A more forward thinking choice that we urge is to require the appointment of a representative from the business and/or employer community.

Draft MOU Part 4. Transportation Improvement Program.

Prioritization Criteria to be Used when Constructing the TIP.

The draft states that the MPO and its planning and programming committee have developed criteria for evaluation, but the criteria are neither appended to nor described in the document. We have often advocated for geographic equity to be considered when making programming decisions.

→ The document would be improved by including the general factors to be considered, such as geographic equity, when establishing prioritization criteria.

The only specific statement identifying the content of prioritization criteria in the entire document is the following statement:

“The fact the that the central artery is located in the City of Boston shall not be used as an equity criterion.”

The inclusion of this statement, just one of what should be numerous and comprehensive evaluation criteria, is inappropriate.

→ This sentence should be stricken, or the full criteria should be enumerated.

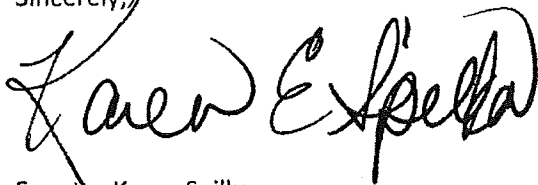
Road and Bridge Program.

The draft removes the requirement of a minimum of \$400 million “exclusive of the Central Artery-Tunnel Project” on a statewide road and bridge program. This program is an essential commitment to the municipalities outside of the inner core that the MPOs will retain the capacity to plan and invest in transportation infrastructure throughout the Commonwealth.

→ The requirement of a minimum of \$400 million “exclusive of Central Artery-Tunnel Project” on a statewide road and bridge program should be retained.

In closing, we agree that the economic vitality and quality of life of each of the 101 cities and towns that make up the Boston Region is inextricably bound to a strong transportation infrastructure. The substantial investments that such infrastructure requires must be carefully and fairly made. We understand the importance of the memorandum of understanding as a governing document which will guide the work of the MPO and its staff and we urge you to reassess the proposed draft to take into consideration the concerns expressed in this letter.

Sincerely,



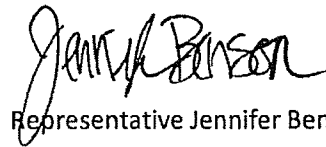
Senator Karen Spilka

2nd Middlesex and Norfolk



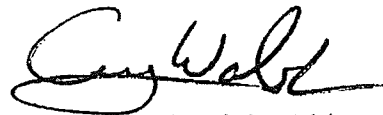
Senator Jennifer Flanagan

Worcester and Middlesex



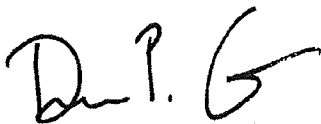
Representative Jennifer Benson

37th Middlesex



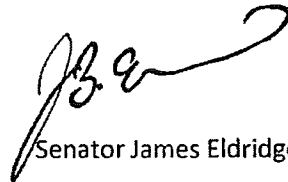
Representative Chris Walsh

6th Middlesex



Representative David Linsky

5th Middlesex



Senator James Eldridge

Middlesex and Worcester



Senator Richard Ross

Norfolk, Bristol and Middlesex



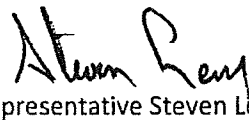
Representative Cory Atkins

14th Middlesex



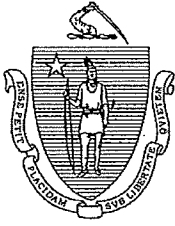
Representative Thomas Sannicandro

7th Middlesex



Representative Steven Levy

4th Middlesex



The Commonwealth of Massachusetts

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

CAROLYN C. DYKEMA
STATE REPRESENTATIVE
8TH MIDDLESEX DISTRICT
ROOM 473F, STATE HOUSE
TEL: (617) 722-2210

Rep.CarolynDykema@hou.state.ma.us

Committees:
Environment, Natural Resources & Agriculture
Community Development & Small Business
Veterans & Federal Affairs

April 12, 2010

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

Dear Secretary Mullan:

I write today in support of the letter written by my colleagues of the MetroWest Caucus commenting on the Boston Region Metropolitan Planning Organization (Boston MPO) new memorandum of understanding (MOU) among the member entities of the Boston MPO. That letter is enclosed.

Thank you for your consideration in this matter. Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Carolyn C. Dykema".

Carolyn C. Dykema
8th Middlesex District

REGIONAL TRANSPORTATION ADVISORY COUNCIL



April 14, 2011

David Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building, 10 Park Plaza, Suite 4150
Boston, MA 02116

RE: Investment Categories and the Universe of Projects and Programs for the next Long-Range Transportation Plan

Dear Mr. Mohler,

The Regional Transportation Advisory Council (Advisory Council) is an independent group of citizen and regional advocacy groups, municipal officials, and agencies charged by the Boston Region Metropolitan Planning Organization (MPO) with providing public input on transportation planning and programming.

The Advisory Council's Plan Committee met on April 6 to discuss the Universe of Projects and Programs, and proposed investment categories, for the next Long-Range Transportation Plan. The Advisory Council strongly supports the MPO's decision to take a strategic approach by first allocating funding to investment categories in a manner that supports the Plan's visions and policies, and then selecting projects and programs to fund within each investment category. We offer the following suggestions to consider as the MPO moves forward with establishing priorities among the investment categories, and eventually selecting programs and projects to include in the Long-Range Transportation Plan.

We have the following comments on prioritization of the investment categories:

- Maintenance and modernization of the existing transportation system should be the MPO's top priority, and it should receive a greater share of funds than the other categories.
- When there is funding for expansion, the MPO should favor rail, transit, bicycle, and pedestrian projects over highway projects. These are more sustainable ways of accommodating growth in the movement of people and goods.
- The MPO should allocate approximately 80 percent of its available funds in the Long-Range Transportation Plan to large regional maintenance/modernization and expansion projects.
- The remaining 20 percent of funds should be dedicated to projects not yet foreseen that will provide the greatest benefit for the investment. For example, an intersections program that will improve the region's worst intersections, as determined by available data, is preferred.

Providing transportation policy advice to the Boston Region Metropolitan Planning Organization

**State Transportation Building • Ten Park Plaza, Suite 2150 • Boston, Massachusetts 02116-3968
Tel. (617) 973-7100 • Fax (617) 973-8855 • TTY (617) 973-7089 • ctps@ctps.org**

- The MPO should use quantifiable performance measures to determine which projects are the best to fund.

Other comments by topic included the following:

Freight

- Freight expansion should be a higher priority of the MPO than it previously has been.
- The freight benefits of all projects should be considered in developing the Plan. The freight movement benefits of MPO projects are usually not identified as such. For example, the I-93/I-95 interchange project in Woburn is identified principally as a highway expansion project, but it will also serve as an important project in facilitating the movement of freight.
- The Plan should include a chapter dedicated to goods movement.

Transit

- The MPO should continue to pursue transit capacity expansion. This can be done with state funds or through a flex of highway funds. The MBTA needs to focus its available capital funding on maintenance.
- Intercity passenger rail and high speed rail are not given enough consideration in the Plan. For example, a third track on the Northeast Corridor will be needed to accommodate the additional commuter and intercity passenger rail, and will also have benefits for the movement of freight, but is not currently in the Universe of Projects.

Highway

- Determining how to split the funds between maintenance and expansion is difficult without first discussing which major highway interchange projects the MPO supports.
- Most of the projects in the Universe of Projects are maintenance. The MPO is building very few new roads. Even the add-a-lane projects are simply fixing a bottleneck or building a lane to replace the current use of a breakdown lane.
- There are elements of the expansion projects listed in the Universe of Projects that are not expansion. Each expansion project should be evaluated to determine what share of the project's budget is for expansion, and what share is for maintenance/modernization or enhancement.

General

- Projects should be more thoroughly evaluated for their economic benefits in the creation of jobs and stimulation of economic development, with recognition of environmental, public health, congestion, and capital costs.
- The MPO needs to consider the transportation needs that transcend regional and state boundaries when selecting projects and programs to fund. For example, there is a need to improve the intercity passenger and freight rail network that connects the Boston region to the rest of the country. Local projects should be evaluated to make sure they will

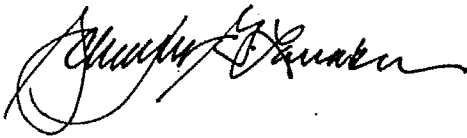
support, and not prevent, the development of a better intercity rail system, including the creation of a true high speed rail system.

The Advisory Council's Plan Committee will continue to meet and provide suggestions as the MPO moves forward with its work to prioritize investments for the next 24 years.

Sincerely,

A handwritten signature in cursive script that reads "Laura Wiener".

Laura Wiener, Advisory Council Chair

A handwritten signature in cursive script that reads "Schuyler Larrabee".

Schuyler Larrabee, Plan Committee Chair

Official Notice

2011 Boston Region MPO Municipal Election Procedures

In October, 2011, elections will be held for two (2) of six (6) local municipal seats on the Boston Region Metropolitan Planning Organization (MPO). The election will be convened at the MAPC Fall Council meeting. The date, time and location will be provided in the second mailing. At that time two municipalities will be elected to the MPO by the chief elected officials of the 101 municipalities which constitute the geography of the Boston metropolitan region. Pursuant to the Memorandum of Understanding, approved on April XXXXX detailing the restructuring of the MPO, the Metropolitan Area Planning Council (MAPC) and the MBTA Advisory Board (Advisory Board) administer the election of the municipal representatives to the MPO.

Nomination Process

Nominees for the municipal seats shall be the chief elected official of the community. In cities, this is the Mayor or, if the city does not have the office of Mayor, then the Chairman of the Council, with the exception of Plan E cities (Cambridge) in which case it shall be the City Manager. In towns, the chief elected official is the Chairman of the Board of Selectmen. The MPO will accept the Chairman's nomination regardless if the full Board of Selectman has not voted it. Nominations for the municipal seats on the MPO shall be made by five chief elected officials from the Boston region. **Each chief elected official may sign nomination papers for only two municipalities.** Nomination papers must be filed by 5 PM on XXXXX with the Executive Director of the Metropolitan Area Planning Council (MAPC) who will coordinate the certification of the nominations with the Executive Director of the Advisory Board. Nomination papers shall include a statement of candidacy (250 word limit) of the community. **Nomination papers are due on XXXX and shall be filed in person or received by registered mail at the Metropolitan Area Planning Council, 60 Temple Place, 6th Floor, Boston, MA 02111, Attn: MPO Elections, Faxes and emails will not be accepted.**

Changes to the MPO Municipal Election Process

In the Spring of 2011, the Boston Region MPO updated the municipal election procedures to make it easier for more communities to run and become voting members of the MPO. The key changes to the procedures are that any municipality can run for one of the two open seats, regardless of whether they are a city or a town. Also, there are no limitations on the number of municipal members from any one subregion. Therefore, every municipality in the region is eligible to run.

Subregional Involvement

The nomination process is designed to allow every municipality equal access to the ballot. The subregions of MAPC shall have the ability to nominate municipal candidates, provided that each nomination is supported by five signatures of chief elected officials from the 101 municipalities in the Boston region.

Geographic Diversity

At the beginning of each election process, MAPC and the Advisory Board will describe for the electorate the current MPO elected municipal members, which MPO member seats are up for election, and the level of subregional representation held by the remaining MPO elected municipal members.

Ballot

A ballot will be prepared by MAPC and the Advisory Board based on the certification of nomination papers for the communities. The ballot shall contain a list of the nominated municipalities. Candidate communities shall appear on the ballot in an order drawn by lot by designated officers of MAPC and the Advisory Board. The subregion of each of the communities shall be identified on the ballot. A candidates' booklet shall be issued that shall contain the statement of candidacy of the communities. The list of communities shall appear in the booklet in the same order that they appear on the ballot.

Opportunities for Discussion with Representatives of the Candidate Communities

The Metropolitan Area Planning Council and the MBTA Advisory Board shall provide appropriate opportunities for the electorate to meet representatives of candidate communities and discuss issues. In 2011, this will be accomplished by holding a Candidates Night approximately two weeks before the MPO election. The date, time, and location of the Candidates Night will follow in a second mailing.

Election

The election will be held at MAPC's Fall Council Meeting. *Notice of the exact meeting date and location will be sent out as soon as they are confirmed.* On that day, the designated officers of MAPC and the Advisory Board shall supervise the election to the municipal seats. Ballots shall be cast by the chief elected official of the community (as defined by the rules for nominees), or that person's designee. Designees shall present a letter signed by the chief elected official to the designated officers of MAPC and of the Advisory Board 30 minutes prior to the convening of the election on election day. This letter will appoint the designee and confirm their authority to cast the community's ballot. Such a designation shall be delivered in person or by mail. Designees may represent only one community in the election. Each community may cast one vote for a city and one vote for a town. The designation may require the designee to vote for specific individuals or may vest discretion in the designee.

If the chief elected official is unable to attend the election and does not designate another individual to attend, an absentee ballot may be filed. Such an absentee ballot must be filed by 5 PM on the day prior to the date of the MPO Election (which is also the date of the MAPC Fall Council Meeting) with the Metropolitan Area Planning Council, 60 Temple Place, Boston, MA 02111. **No faxes will be accepted.** This ballot is valid for any election (e.g. run off election in case of a tie) held on the day of the MPO election for which the candidates selected on the ballot are still eligible to receive votes.

The two municipalities that receive the most votes shall be elected to a three-year term..

The chief elected official (or their official designee) of municipalities elected to the MPO shall represent the municipality through their term of office. **If the chief elected official is no longer in that office, then the municipality retains the seat for the full term and the new chief elected official shall be the representative.**

The designated officers of MAPC and of the Advisory Board shall certify the results of the election to the chairman of the MPO by 12 noon on the day after the MPO election is held.

MAPC Subregions

SUBREGION	COMMUNITIES
North Shore Task Force	Beverly, Danvers, Essex, Gloucester, Hamilton, Ipswich, Manchester-by-the-Sea, Marblehead, Middleton, Nahant, Peabody, Rockport, Salem, Swampscott, Topsfield, Wenham
North Suburban Planning Council	Burlington, Lynnfield, North Reading, Reading, Stoneham, Wakefield, Wilmington, Winchester, Woburn
Minuteman Advisory Group Interlocal Coordination (MAGIC)	Acton, Bedford, Bolton, Boxborough, Carlisle, Concord, Hudson, Lexington, Littleton, Lincoln, Maynard, Stow, Sudbury
MetroWest Growth Management Committee	Ashland, Framingham, Holliston, Marlborough, Natick, Southborough, Wayland, Wellesley, Weston
SouthWest Advisory Planning Committee (SWAP)	Bellingham, Dover, Franklin, Hopkinton, Medway, Milford, Millis, Norfolk, Sherborn, Wrentham
Three Rivers (TRIC)	Canton, Dedham, Dover, Foxborough, Medfield, Milton, Needham, Norwood, Randolph, Sharon, Stoughton, Walpole, Westwood
South Shore Coalition	Braintree, Cohasset, Duxbury, Hanover, Hingham, Holbrook, Hull, Marshfield, Norwell, Pembroke, Rockland, Scituate, Weymouth
Inner Core	Arlington, Belmont, Boston, Brookline, Cambridge, Chelsea, Everett, Lynn, Malden, Medford, Melrose, Milton, Newton, Quincy, Revere, Saugus, Somerville, Waltham, Watertown, Winthrop

Metropolitan Area Planning Council 101 Cities and Towns

Cities

Beverly	Lynn	Revere
Boston	Malden	Salem
Braintree	Marlborough	Somerville
Cambridge	Medford	Waltham
Chelsea	Melrose	Watertown*
Everett	Newton	Weymouth
Franklin*	Peabody	Woburn
Gloucester	Quincy	

**MAPC Legal Counsel has rendered an opinion that Franklin and Watertown are defined as cities for the purpose of the MPO Election.*

Towns

Acton	Hopkinton	Randolph
Arlington	Hudson	Reading
Ashland	Hull	Rockland
Bedford	Ipswich	Rockport
Bellingham	Lexington	Saugus
Belmont	Lincoln	Scituate
Bolton	Littleton	Sharon
Boxborough	Lynnfield	Sherborn
Brookline	Manchester	Southborough
Burlington	Marblehead	Stoneham
Canton	Marshfield	Stoughton
Carlisle	Maynard	Stow
Cohasset	Medfield	Sudbury
Concord	Medway	Swampscott
Danvers	Middleton	Topsfield
Dedham	Milford	Wakefield
Dover	Millis	Walpole
Duxbury	Milton	Wayland
Essex	Nahant	Wellesley
Foxborough	Natick	Wenham
Framingham	Needham	Weston
Hamilton	Norfolk	Westwood
Hanover	North Reading	Wilmington
Hingham	Norwell	Winchester
Holbrook	Norwood	Winthrop
Holliston	Pembroke	Wrentham

Overview of MPO Member Responsibilities

Background:

The Metropolitan Planning Organization is established as a required part of the transportation planning process under federal law. It is responsible for planning and programming financial resources for a multi-modal transportation system for the Boston region. The MPO was established in 1973. In 2011 the MPO Memorandum of Understanding (MOU) was updated to reflect the new Massachusetts Department of Transportation (MassDOT). Under this new MOU the MPO is comprised of the Secretary of Transportation as the chair of the MPO, MassDOT, MassDOT Highway Division, MBTA, Massachusetts Port Authority, MAPC, MBTA Advisory Board, the City of Boston, and six elected municipal members. The Regional Transportation Advisory Council provides the MPO with broad based advice and participation on the Transportation Planning and Programming Committee of the MPO.

Specific Responsibilities:

The MPO must prepare and approve several plans and programs on an annual basis. These include:

- The Unified Planning Work Program (UPWP), which programs funds for transportation planning programs in the region;
- The Transportation Improvement Program (TIP), which programs funding for surface transportation projects (highway and transit).

The MPO also prepares and approves several other plans and programs as necessary. These include:

- The Regional Transportation Plan (RTP), which provides a 25-year plan for the Region's transportation needs and priorities and
- The conformity of all surface transportation plans and programs with applicable federal laws (including air quality, and the Americans with Disabilities Act)

MPO Meetings:

Meetings are held as needed to accomplish the MPO's business. There are approximately two MPO related meetings a month that are held in Boston, during the day, at the state transportation building. These meetings typically occur at 10am on the first and third Thursday of the month, and last approximately three hours. The MPO has the authority to establish necessary committees to accomplish its responsibilities. Recent experience suggests that the municipal members of the MPO or their designees attend at least two meetings per month to accomplish the work of the committees.

FFY 2011 - 2035 Regional Transportation Plan Funding (thousands)

ESTIMATED FEDERAL FUNDING		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	TOTAL
Core Program Federal Funds Available (1)		\$560,000	\$560,000	\$560,000	\$560,000	\$560,000	\$576,800	\$594,104	\$611,927	\$630,285	\$649,193	\$668,669	\$688,729	\$709,391	\$730,673	\$752,593	\$775,171	\$798,426	\$822,379	\$847,050	\$872,462	\$898,636	\$925,595	\$953,363	\$981,963	\$1,011,422	\$18,298,832
Assumed Redistribution (1)		\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$41,200	\$42,436	\$43,709	\$45,020	\$46,371	\$47,762	\$49,195	\$50,671	\$52,191	\$53,757	\$55,369	\$57,030	\$58,741	\$60,504	\$62,319	\$64,188	\$66,114	\$68,097	\$70,140	\$72,244	\$1,267,059
Total Federal Funds Available		\$560,000	\$600,000	\$600,000	\$600,000	\$600,000	\$618,000	\$636,540	\$655,636	\$675,305	\$695,564	\$716,431	\$737,924	\$760,062	\$782,864	\$806,350	\$830,540	\$855,457	\$881,120	\$907,554	\$934,780	\$962,824	\$991,709	\$1,021,460	\$1,052,104	\$1,083,667	\$19,565,891
Less GANS Payments		\$159,365	\$165,960	\$176,555	\$183,795	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$208,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,793,675
Federal Funds Available for SWRB		\$400,635	\$434,040	\$423,445	\$416,205	\$450,000	\$468,000	\$486,540	\$505,636	\$525,305	\$545,564	\$566,431	\$577,924	\$580,062	\$582,864	\$586,350	\$583,840	\$585,457	\$581,120	\$587,554	\$594,780	\$596,824	\$591,709	\$1,021,460	\$1,052,104	\$1,083,667	\$17,772,216
Total Funds Available Including State Match		\$489,043	\$524,852	\$511,955	\$504,066	\$546,310	\$574,806	\$597,675	\$621,230	\$645,492	\$670,482	\$693,721	\$710,233	\$737,540	\$765,666	\$794,636	\$824,475	\$855,210	\$886,866	\$919,472	\$953,086	\$987,648	\$1,023,277	\$1,059,976	\$1,097,775	\$1,136,708	\$21,861,280
Less Major Infrastructure Project		\$2,750	\$40,000	\$40,000	\$40,000	\$40,000	\$41,200	\$42,436	\$43,709	\$45,020	\$46,371	\$47,762	\$49,195	\$50,671	\$52,191	\$53,757	\$55,369	\$57,030	\$58,741	\$60,504	\$62,319	\$64,188	\$66,114	\$68,097	\$70,140	\$72,244	\$1,269,809
Less Major Infrastructure Project Needs - HPP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Less NHS/Interstate Maintenance Program		\$84,500	\$82,000	\$79,179	\$79,179	\$79,178	\$81,553	\$84,000	\$86,520	\$89,116	\$91,789	\$94,543	\$97,379	\$100,300	\$103,309	\$106,409	\$109,501	\$112,689	\$116,276	\$119,764	\$123,357	\$127,057	\$130,869	\$134,795	\$138,839	\$143,004	\$2,595,405
Less Federal Aid Bridge Needs		\$127,733	\$123,045	\$127,733	\$127,733	\$127,733	\$131,565	\$135,512	\$139,577	\$143,765	\$148,078	\$152,520	\$157,095	\$161,808	\$166,663	\$171,662	\$176,812	\$182,117	\$187,580	\$193,208	\$199,004	\$204,974	\$211,123	\$217,457	\$223,981	\$230,700	\$4,169,178
Less Statewide Items:																											
Planning		\$23,000	\$23,000	\$23,000	\$23,000	\$23,000	\$23,690	\$24,401	\$25,133	\$25,887	\$26,663	\$27,463	\$28,287	\$29,136	\$30,010	\$30,910	\$31,837	\$32,793	\$33,776	\$34,790	\$35,833	\$36,908	\$38,015	\$39,156	\$40,331	\$41,541	\$751,559
Extra Work Orders		\$41,350	\$43,750	\$43,750	\$45,000	\$45,000	\$46,350	\$47,741	\$49,173	\$50,648	\$52,167	\$53,732	\$55,344	\$57,005	\$58,715	\$60,476	\$62,291	\$64,159	\$66,084	\$68,067	\$70,109	\$72,212	\$74,378	\$76,609	\$78,908	\$81,275	\$1,464,292
Infrastructure Maintenance		\$70,308	\$84,158	\$63,783	\$55,533	\$55,533	\$56,959	\$58,428	\$59,941	\$61,498	\$63,104	\$64,757	\$66,460	\$68,213	\$69,999	\$71,828	\$73,707	\$75,634	\$77,608	\$79,630	\$81,700	\$83,818	\$85,984	\$88,200	\$90,467	\$92,785	\$1,665,651
Total Statewide Items		\$134,658	\$150,908	\$130,533	\$123,533	\$123,533	\$126,999	\$130,569	\$134,045	\$137,533	\$141,034	\$144,592	\$148,191	\$151,834	\$155,524	\$159,267	\$163,064	\$166,915	\$170,820	\$174,779	\$178,792	\$182,859	\$186,980	\$191,156	\$195,387	\$199,664	\$3,881,512
BALANCE AVAILABLE FOR SWRE		\$139,402	\$128,909	\$133,611	\$133,621	\$175,866	\$193,489	\$205,158	\$220,378	\$237,558	\$250,310	\$190,944	\$464,473	\$478,407	\$492,759	\$507,542	\$522,768	\$538,451	\$554,605	\$571,243	\$588,380	\$606,031	\$624,212	\$642,939	\$662,227	\$682,094	\$9,545,376
ESTIMATED NON-FEDERAL FUNDING																											
TOTAL ESTIMATED NFA FUNDS AVAILABLE		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$154,500	\$159,135	\$163,909	\$168,826	\$173,891	\$179,108	\$184,481	\$190,016	\$195,716	\$201,587	\$207,635	\$213,864	\$220,280	\$226,888	\$233,695	\$240,706	\$247,927	\$255,365	\$263,026	\$270,917	\$4,901,473
Roads		\$82,400	\$84,872	\$87,418	\$90,041	\$92,742	\$95,524	\$98,390	\$101,342	\$104,382	\$107,513	\$110,739	\$114,061	\$117,483	\$121,007	\$124,637	\$128,377	\$132,228	\$136,195	\$140,280	\$144,489	\$148,824	\$153,288	\$157,887	\$162,624	\$167,502	\$3,004,243
Bridges		\$67,600	\$65,128	\$62,582	\$59,959	\$57,258	\$58,976	\$60,745	\$62,567	\$64,444	\$66,378	\$68,369	\$70,420	\$72,533	\$74,709	\$76,950	\$79,259	\$81,636	\$84,085	\$86,608	\$89,206	\$91,882	\$94,639	\$97,478	\$100,402	\$103,414	\$1,897,229
TOTAL AVAILABLE FOR ALLOCATING IN THE RTP		\$974,693	\$608,112	\$594,306	\$586,066	\$628,310	\$659,266	\$684,669	\$710,834	\$737,784	\$765,542	\$721,634	\$1,011,083	\$1,041,415	\$1,072,658	\$1,104,837	\$1,137,982	\$1,172,122	\$1,207,286	\$1,243,504	\$1,280,809	\$1,319,234	\$1,358,811	\$1,399,576	\$1,441,562	\$1,484,809	\$24,546,902

Notes: (1) Core Program Federal Funds Avail and Assumed Redistribution assumes a 3% per year increase after 2015
 (2) The above figures do not include Local Aid (Chapter 90, PWED & STRAP)

FFY 2011 - 2035 Regional Transportation Plan Funding (thousands)

ESTIMATED FEDERAL FUNDING							
	<u>2011 - 2015</u>	<u>2016 - 2020</u>	<u>2021 - 2025</u>	<u>2026 - 2030</u>	<u>2031-2035</u>		<u>TOTAL</u>
Core Program Federal Funds Available (1)	\$2,800,000	\$3,062,310	\$3,550,056	\$4,115,488	\$4,770,978		\$18,298,832
Assumed Redistribution	\$160,000	\$218,736	\$253,575	\$293,963	\$340,784		\$1,267,059
Total Federal Funds Available	\$2,960,000	\$3,281,046	\$3,803,631	\$4,409,451	\$5,111,763		\$19,565,891
Less GANS Payments	\$835,675	\$750,000	\$208,000	\$0	\$0		\$1,793,675
Federal Funds Available for SWRB	\$2,124,325	\$2,531,046	\$3,595,631	\$4,409,451	\$5,111,763		\$17,772,216
Total Funds Available Including State Match	\$2,575,337	\$3,109,685	\$4,431,797	\$5,439,078	\$6,305,383		\$21,861,280
Less Major Infrastructure Project	\$162,750	\$218,736	\$253,575	\$293,963	\$340,784		\$1,269,809
Less Major Infrastructure Project Needs - HPP	\$0	\$0	\$0	\$0	\$0		\$0
Less NHS/Interstate Maintenance Program	\$404,036	\$432,978	\$501,940	\$581,866	\$674,565		\$2,595,405
Less Federal Aid Bridge Needs	\$633,977	\$698,496	\$809,749	\$938,721	\$1,088,235		\$4,169,178
Less Statewide Items:							
Planning	\$115,000	\$125,773	\$145,806	\$169,029	\$195,951		\$751,559
Extra Work Orders	\$218,850	\$218,736	\$253,575	\$293,963	\$340,784		\$1,325,909
Infrastructure Maintenance	\$329,315	\$280,730	\$301,330	\$349,324	\$404,962		\$1,665,661
Total Statewide Items	\$663,165	\$432,978	\$501,940	\$581,866	\$674,565		\$2,854,534
BALANCE AVAILABLE FOR SWRB	\$711,409	\$1,106,893	\$2,134,125	\$2,775,446	\$3,217,503		
Estimated HPP Funding including State Match	\$0	\$0	\$0	\$0	\$0		\$0
ESTIMATED NON-FEDERAL FUNDING							
TOTAL ESTIMATED NFA FUNDS AVAILABLE	\$750,000	\$820,261	\$950,908	\$1,102,363	\$1,277,941		\$4,901,473
Roads	\$437,473	\$507,151	\$587,927	\$681,568	\$790,125		\$3,004,243
Bridges	\$312,527	\$313,111	\$362,981	\$420,794	\$487,816		\$1,897,229
TOTAL AVAILABLE FOR ALLOCATING IN THE RTP	\$2,991,487	\$3,558,095	\$4,951,627	\$6,041,703	\$7,003,990		\$24,546,902
Total Available for Programming in the Boston Region RTP							
	<u>2011 - 2015</u>	<u>2016 - 2020</u>	<u>2021 - 2025</u>	<u>2026 - 2030</u>	<u>2031 - 2035</u>		<u>TOTAL</u>
	\$1,178,422	\$1,411,842	\$1,991,972	\$2,438,749	\$2,827,178		\$9,848,163
Major Infrastructure Projects	\$69,929	\$93,985	\$108,954	\$126,308	\$146,425		\$545,600
Federal Aid Bridge Projects	\$193,566	\$213,265	\$247,232	\$266,610	\$332,260		\$1,272,933
NHS/IM Projects	\$145,505	\$155,928	\$180,764	\$209,555	\$242,931		\$934,683
Statewide Maintenance	\$463,750	\$473,064	\$538,050	\$623,748	\$723,095		\$2,821,707
Regional Discretionary Funding	\$305,672	\$475,600	\$916,971	\$1,192,529	\$1,382,468		\$4,273,240
							\$9,848,163

MassDOT Statewide Finance Plan - Summary

Sources of Funds

Obligation Authority	2011 - 2015		2016-2020		2021-2015		2025-2030		2011-2030 Total		2031-2035	Total
	2009	2011	2009	2011	2009	2011	2009	2011	2009	2011		
Boston RTP Share of MPO Discretionary Capital Program	\$293.70	\$305.67	\$377.28	\$475.60	\$538.41	\$916.97	\$661.31	\$1,192.53	\$1,870.70	\$2,890.77	\$1,382.47	\$4,273.24
Estimated Boston Share of Regional Major Infrastructure Projects	\$37.81	\$69.93	\$112.14	\$93.99	\$161.13	\$108.95	\$197.65	\$126.31	\$508.73	\$399.18	\$146.43	\$545.60
Total Share of Discretionary Capital Program	\$331.51	\$375.60	\$489.42	\$569.59	\$699.54	\$1,025.93	\$858.96	\$1,318.84	\$2,379.43	\$3,289.95	\$1,528.89	\$4,818.84
<u>Boston Share of Statewide Allocation</u>												
Statewide Resurfacing Program	\$132.40		\$163.69		\$233.52		\$286.61		\$816.22			
Statewide Infrastructure Program (07)/NHS/IM Projects (11)	\$44.20	\$145.51	\$66.36	\$155.93	\$94.48	\$180.76	\$115.97	\$209.56	\$321.01	\$691.75	\$242.93	\$934.68
Statewide Bridge Program (07)/Federal Aid Bridge (11)	\$191.65	\$193.57	\$246.67	\$213.27	\$349.27	\$247.23	\$432.47	\$286.61	\$1,220.06	\$940.67	\$332.26	\$1,272.93
Accelerated Bridge Program*	\$1,020.14								\$1,020.14			
Statewide Maintenance Program ARRA Projects Special Bridge Projects	\$246.16	\$463.75	\$325.48	\$473.06	\$341.28	\$538.05	\$352.34	\$623.75	\$1,265.26	\$2,098.61	\$723.10	\$2,821.71
Total	\$1,634.55	\$802.82	\$802.20	\$842.26	\$1,018.55	\$966.05	\$1,187.39	\$1,119.91	\$4,642.69	\$7,731.038	\$1,298.29	\$5,029.324
Total All Funding	\$1,966.06	\$1,178.42	\$1,291.62	\$1,411.84	\$1,718.09	\$1,991.97	\$2,046.35	\$2,438.75	\$7,022.12	\$7,020.99	\$2,827.18	\$9,848.17

MEMORANDUM

To: Transportation Planning and Programming Committee
From: MPO Staff
Date: April 14, 2011
Re: Investment Strategies for Paths to a Sustainable Region

Background

The MPO is in the process of developing its next long-range transportation plan – Paths to a Sustainable Region. This memorandum outlines the steps that have been completed and those that staff would like the MPO to consider for the future.

Needs Assessment

The Needs Assessment for Paths to a Sustainable Region has been completed and public outreach for this document is ongoing. The Needs Assessment examined the region's transportation needs by six radial corridors, the Central Area, and the circumferential corridors (Route 128 and Interstate 495). Staff produced chapters for each corridor that provided information about the current state of the region's transportation system and how it is forecast to be used in the future. The final chapter, the Regionwide Needs Assessment, analyzed each corridor's needs and identified the most pressing needs for the MPO region as a whole.

Universe of Projects and Programs

After performing the needs assessment for the region, a Universe of Projects and Programs was developed. The Universe includes all projects and programs that have been included in past long-range transportation plans, Transportation Improvement Program Universe projects over \$10 million, the MPO's Congestion Management Process, the MBTA's Program for Mass Transportation, the MBTA's Capital Investment Program, projects recommended through studies, and public comment. The Universe was organized by the respective corridors and then by highway and transit. A list of systemwide transit projects was also developed. The projects and programs listed in the Universe were then reviewed to determine which ones met a need identified in the Regionwide Needs Assessment. A preliminary evaluation was conducted for the projects that met a need to determine how well the project addressed the vision topic areas of:

- System Preservation, Modernization, and Efficiency
- Livability and Economic Benefit
- Mobility
- Environment and Climate Change

- Transportation Equity
- Safety and Security

Projects included in the current Plan – JOURNEY TO 2030 were included in the Universe – those that met a need are shown in bold and those that did not are shown in italics. Twelve projects that had been included in JOURNEY TO 2030 Plan are now considered No-Build projects. No-Build projects are those under construction, advertised for construction, or listed in the Fiscal Year 2011 Transportation Improvement Program. They are:

- Pulaski Boulevard (Bellingham) – Under construction
- East Boston Haul Road (Boston) – Under construction in the spring, funded by MassPort
- Resurfacing at Various Locations (Boston) – Under construction
- Route 128/Route 35 and Route 62 (Danvers) – Under construction
- Route 9 Resurfacing (Natick & Framingham) – Under construction
- Route 85 (Hudson) – in 2011 TIP
- Route 139 (Marshfield) – in 2011 TIP
- Quincy Center Concourse (Quincy) – Under construction
- Assembly Square Roadway (Somerville) – Under construction
- South Weymouth Naval Access Improvements (Weymouth) – Under construction
- Assembly Square Orange Line Station (Somerville) – Preparing to go out to bid in the spring, also in the 2011 TIP
- Wonderland Parking Garage (Revere) – Under construction

The Route 128 Improvement Project (Randolph to Wellesley) and Crosby's Corner (Lincoln and Concord) are projects under construction and must be listed in the Plan as ongoing advanced construction (AC) projects along with the funding needed to complete the projects.

Investment Categories

The Universe of Projects and Programs were then organized by investment categories to better understand the degree of which different investment categories advance the MPO's visions and policies. Staff conducted an evaluation to determine whether their primary or secondary purposes supported the various MPO policies. The investment categories are:

- State of Good Repair and Maintenance – transit and roadway
- Multi-Modal Traffic Management and Modernization – transit and roadway
- Management and Operations – transit and roadway
- Expansion – transit, roadway, freight, and shared-use paths (which include MassDOT Priority 100 paths)
- Clean Air and Mobility

The investment categories were evaluated and ranked by their ability to address the visions and policies. The order from highest ability to lowest is:

1. Transit Modernization
2. Clean Air and Mobility
3. Transit State of Good Repair and Maintenance
4. Roadway Multi-Modal Traffic Management and Modernization
5. Transit Expansion
6. Shared-Use Paths Expansion
7. Transit Management and Operations
8. Roadway State of Good Repair and Maintenance
9. Roadway Management and Operations
10. Freight Expansion
11. Roadway Expansion

Project Evaluation

The next step was to evaluate how well several of the projects and programs within the investment categories advanced the MPO's policies. Additionally all projects that were included in the current JOURNEY TO 2030 Plan that did not meet the No-Build criteria and projects not included in the current Plan that staff felt would advance the visions of the region were evaluated as to how well their primary and secondary purposes advance the visions and policies. This information has been prepared to help the Transportation Planning and Programming Committee (the Committee) select an investment strategy that will help to achieve the visions and policies that were adopted by the Committee last spring.

The project evaluation table will be presented at the April 14, 2011 Committee meeting. Members are asked to review the projects that were evaluated and determine if any additional projects should be evaluated. Staff is also looking for feedback on the evaluations and results.

Investment Strategies

Staff is proposing that the Committee consider investment strategies when it decides how to program transportation spending for Paths to a Sustainable Region. Staff is planning to provide the Committee members with several strategies based on varying combinations of investment categories to help determine funding splits for programming. For example, this may entail allocating varying funding percentages for projects and programs that support system preservation, modernization, operations and management or expansion. The Committee should also consider continuing or possibly expanding its Clean Air and Mobility Program and adding other programs that will advance the visions of the region.

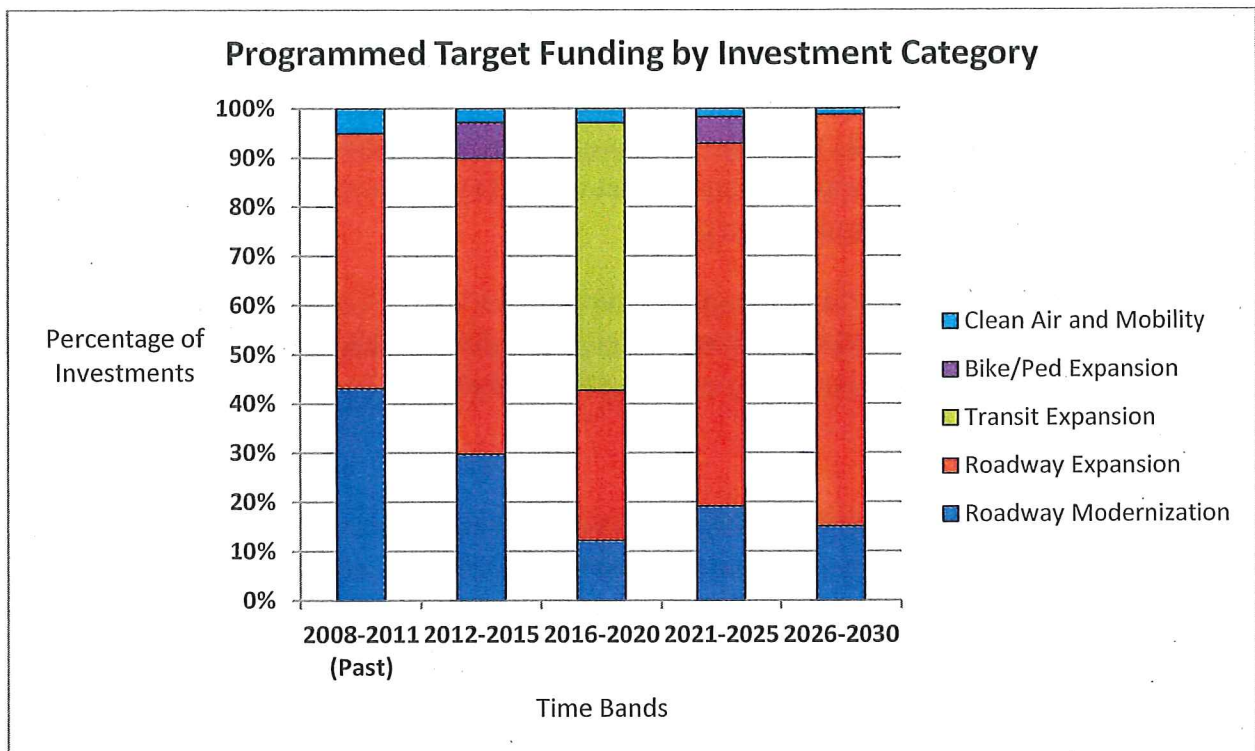
In the 2004 Transportation Plan, the MPO adopted an assumption that 70% of funds would be dedicated to maintenance and 30% to expansion for both highway and transit. In the 2007 Plan,

JOURNEY TO 2030, the MPO adopted the same funding split (70% maintenance/30% expansion) for highway, but it determined that 90% of transit funding would be dedicated to maintenance of the system.

In 2009, the transit and highway split changed in the Amendment to JOURNEY TO 2030. The MPO decided that 100% of transit funding would go to maintenance, and the Commonwealth would fund the State Implementation Plan expansion projects. For highway, the TPPC’s funding split varied among the 5-year timeframes, ranging from 66% to 80% expansion projects. The remaining 20% to 44% of highway funds were allocated to maintenance in each timeframe.

Investment History

Staff has compiled information on recent historical TIP and Plan expenditures to analyze how the Committee has programmed its federal transportation dollars in the past. Staff has also projected how the Committee proposed to spend its funds according to the Amendment to JOURNEY TO 2030. The figure below shows the relationship between programmed highway target funding and each investment category through 2030.



Funding was also allocated to Management & Operations, Study & Design, and Other projects, but accounted for less than 0.1% of total spending.

Investing in Programs

Another decision that the Committee is asked to consider is the development of programs, similar to the development of the Clean Air and Mobility Program in which \$2 million is set aside each year to fund projects that reduce emissions and congestion. Staff is proposing that the Committee consider setting aside funding for future projects without specifically naming those projects. This would lower the amount of unprogrammed funding for the TIP, however, lower cost projects could be funded through each program.

In February, the Committee discussed programs to consider funding in the Plan. They agreed that the following programs should be considered for funding that:

- relieve bottlenecks, possibly intersection and street geometric improvements, and provide funding for traffic and incident management
- promote MBTA safety projects
- fund advanced transit management and operations and key bus route service improvements
- provide funding for projects in environmental justice communities identified through the transportation equity program

Projects under these programs would be identified through TIP development.

Summary

In summary, staff is proposing the following next steps:

1. Members are asked to review the projects that were evaluated and determine if any additional projects should be evaluated. Staff is also looking for feedback on the evaluations and results.
2. Staff will develop investment strategies for the Committee to review and consider when developing varying funding splits. This will help to provide that the projects and programs identified in Paths to a Sustainable Region best meet the MPO's visions and policies for the region.

**Schedule for Paths to a Sustainable Region 2035
April 14, 2011**

Task	Completion Date
Establish Corridors	completed
Document Existing Transportation System & Services	completed
Summarize Data and Update Information	
EJ - existing conditions and needs	completed
Review/summarize previous work/studies	completed
Summarize previous comments	completed
Update Visions and Policies	completed
CMP Coordination/Develop Performance Measure	ongoing
Complete Updated 2030 No-Build Run for Needs	completed
Complete 2009 Base Case Model	completed
Complete Needs Assessment	1/25/2011
TPPC Approves Draft Needs Assessment for Public Review	1/27/2011
TPPC Adopts Land Use Assumptions	2/10/2011
Public Review of Needs Assessment	2/2/2011 to 2/23/11
Receive Final Demographic Inputs for 2035 from MAPC to CTPS	2/28/2011
Receive Final Demographic Inputs for 2035 for 63 communities outside of the	3/18/2011
Final Universe of Projects and Programs Identified from Needs Assessment	3/31/2011
TPPC Begins to Identify Projects and Programs	3/31/2011
Receive Projections of Future Revenues (MassDOT)	3/31/2011
Identify Packages of Projects and Programs	3/31/11 to 5/19/11
Complete Final Model Results for 2035 No-Build	4/22/2011
TPPC votes on Recommended Projects and Programs	5/19/2011
EJ and AQ Analysis of Recommended Plan	6/16/2011
TPPC votes on Circulation of Draft Plan	6/23/2011
Public Comment Period begins on Draft Plan	6/27/2011
Public Comment Period ends	7/26/2011
TPPC receives comments	7/28/2011
TPPC meets to discuss comments and responses	8/11/2011
MPO Adopts Final Plan	8/18/2011