

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

August 4, 2011 Meeting

10:00 AM – 1:30 PM, State Transportation Building, Conference Rooms 5 & 6, 10 Park Plaza, Boston

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

Decisions

The Transportation Planning and Programming Committee agreed to the following:

- release Draft Amendment Five of the federal fiscal year (FFY) 2011 element of the FFYs 2011 – 2014 Transportation Improvement Program (TIP) for a 30-day public review period
- release the Draft FFYs 2012 – 2015 TIP as proposed by MassDOT for a 30-day public review period
- approve the work program for the *MBTA 2012 Review of Fare Structure, Tariffs, and Service*
- release the draft Long-Range Transportation Plan (LRTP), *Paths to a Sustainable Region*, for a 30-day public review period
- approve the technical memorandum, *Low-Cost Improvements to Bottleneck Locations*
- approve the minutes of the meetings of July 7 and July 21

Meeting Agenda

1. Public Comments

Glen Clancy, Town of Belmont, thanked the MPO for supporting the *Belmont – Trapelo Road* project. Thomas Younger, Town of Belmont, added that the project would be a regional improvement as it connects the communities of Belmont, Watertown, and Cambridge, and he said that it would benefit economic development.

James Marsh, City of Lynn, thanked the MPO for consideration of the *Lynn – Route 129 (Broadway)* project and remarked that the project is vital for the City of Lynn. He requested that the MPO include the project on the FFY 2012 – 2015 TIP.

Ellin Reisner, Somerville Transportation Equity Partnership, expressed that many residents of Somerville are angry about the delays in the *Green Line Extension* project.

Rebecca Schrim, Friends of the Community Path, thanked the MPO for supporting the Cedar to Lowell section of the *Community Path* project in the LRTP.

James Salvie, Town of Stow, urged members to support the staff recommendation for the TIP, which contains a recommendation to fund the *Assabet River Rail Trail* project.

2. Chair's Report – David Mohler, MassDOT

There was none.

3. Subcommittee Chairs' Reports

There were none.

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

The Advisory Council did not meet in July. At the August meeting the Advisory Council will discuss recommendations for the MPO's Unified Planning Work Program (UPWP).

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

K. Quackenbush directed members' attention to a letter from the Federal Highway and Transit Administrations (FHWA and FTA) that certifies the Boston Region MPO's planning process. (See attached letter.) Staff has received the full report from FHWA and FTA, and will distribute the document to members. The federal agencies do not specify any corrective actions in the report, but they do have recommendations for the MPO. Staff will report to the Committee on the recommendations.

K. Quackenbush then announced that Hayes Morrison, TIP Manager, MPO staff, is leaving her position at CTPS for a position with the City of Somerville. Also, Cathy Buckley, MPO staff, is retiring from CTPS after more than 35 years of service; a luncheon will be held on August 5.

6. State Implementation Plan Update – David Mohler, MassDOT

MassDOT's 2011 Status Report on the State Implementation Plan was distributed. (This report is available on the MassDOT website, www.massdot.state.ma.us.) D. Mohler gave an update on the State Implementation Plan (SIP) projects.

MassDOT is behind schedule on all of its SIP commitments:

- The *Fairmount Line Improvement* project must be complete by December 31, 2011. It is one to one and a half years behind schedule.
- The *Construction of 1,000 New Parking Spaces* must be complete by December 31, 2011. It is four to six months behind schedule due to delays in the construction of the parking garage near the Wonderland MBTA station in Revere.
- The *Red Line/Blue Line Connector* must have a final design complete by December 31, 2011. The Draft Environmental Impact Report is finished. MassDOT is petitioning the Department of Environmental Protection to amend the SIP to remove the requirement to complete the final design. The final design would cost \$50 million of public funds and would not result in any air quality improvements. (The SIP does not require the construction of the Connector.)
- The *Green Line Extension* project must be completed by 2014. The project is now on schedule for completion between 2018 and 2020.

Comments and questions were then heard:

Somerville Mayor Joseph Curtatone thanked the MPO for supporting transit projects in Somerville over the years. He then expressed strong opposition to the delays in the SIP projects and with the way in which MassDOT and the MBTA handled the situation without consulting stakeholders. He demanded answers to the question of when ground will be broken on the *Green Line Extension* project. He also remarked upon the amount of taxpayer money that has already been invested in the project and noted that the delays are stalling development.

Eric Bourassa, Metropolitan Area Planning Council (MAPC), asked if MassDOT remains committed to the Blue Hill Avenue station on the Fairmount commuter rail line. D. Mohler responded that MassDOT remains committed. Joe Cosgrove, MBTA, reported that the 60% design plans for the station will be complete next week.

Jim Gillooly, City of Boston, expressed the City's disappointment that MassDOT is seeking to stop the design of the *Red Line/Blue Line Connector*. He expressed hope that this project idea does not disappear.

Paul Regan, MBTA Advisory Board, asked D. Mohler to describe the process MassDOT went through for revising the SIP, and to explain the MPO's role in mitigation.

D. Mohler explained that administrative procedures are in place to deal with project delays and to mitigate for air quality impacts resulting from those delays. The proposed amendment to the SIP is due to MassDOT's request to remove the requirement to complete the final design of the *Red Line/Blue Line Connector*. The MPO has three roles in the SIP process:

- to analyze the air quality impacts of proposed mitigation projects (CTPS is conducting the analysis)
- to serve as a forum for policy discussions
- to program federal funding for mitigation projects if necessary

S. Olanoff expressed the Advisory Council's support for the *Red Line/Blue Line Connector*. In response to the comment, D. Mohler reiterated that MassDOT does not believe it is appropriate to make further investment in the project design given that there is no funding available to construct the Connector and that the project is not included in the MPO's LRTP. He also noted that if funding were to become available for construction in the future, the design would likely have to be updated and the MEPA process redone given the space of time that would have elapsed.

Tom Bent, City of Somerville, raised several questions about the *Green Line Extension* project. He asked about whether the bids for Green Line vehicle procurement have been opened and when the vehicles will be procured. D. Mohler stated that the bids are currently under review by the MBTA. They will be public.

T. Bent then asked about whether the public would have access to information regarding the refinement and analysis of alternatives. D. Mohler stated that the information is moving from conceptual to more defined and has already been made public.

T. Bent asked for an update on the progress that MassDOT made on applying for federal New Starts funding for the project, and whether MassDOT has a contingency finance plan if the federal money is not awarded. He also asked what the projected cost of the project will be if the deadline is extended to 2018 – 2020. D. Mohler replied that the MBTA's finance plan will become the basis for the *Green Line Extension* finance plan. If the New Starts funding is not available the Commonwealth will have to fund the project. Funding for construction of the *Green Line Extension* will be included in the bond bill that will be filed in the fall. D. Mohler added that the *Green Line Extension* is a priority for MassDOT; however, it may have to find funding for the project at the expense of other projects in the event that the New Starts funding is not available. The project will cost approximately \$1.2 billion with the extended deadline to 2018 – 2020.

T. Bent requested access to the risk analysis data that is the basis for MassDOT's decision to seek a delay in the project's deadline. D. Mohler stated that the information would be made available and added that there was never a risk analysis for the 2014 or 2015 completion dates. MassDOT had worked toward early action items, but some never materialized. The MBTA also had to reexamine some of the project elements.

T. Bent asked about MassDOT's actions to acquire right-of-way and properties along the *Green Line Extension* corridor. D. Mohler replied that no properties have been taken since MassDOT is seeking federal funds, which requires that an environmental assessment be completed prior to land takings.

E. Bourassa inquired about the timing of the New Starts submission. D. Mohler stated that MassDOT will submit the New Starts application by the end of this year. By February 2012, MassDOT should know if it has federal authorization to begin preliminary engineering. In the meantime, MassDOT will request state funding for the project in the transportation bond bill.

T. Bent asked if the properties to be taken have been identified. D. Mohler stated yes and that the locations are in the public domain.

T. Bent asked if the working group to be developed will include residents of Somerville, Cambridge, and Medford and whether they would take votes. D. Mohler answered that it would include residents of those municipalities, but that they would not be asked for their vote, and that instead, he expects they will be able to reach agreement after their discussions. Their input will be taken seriously.

T. Bent asked if MassDOT will consider extending the Green Line to Route 16. D. Mohler replied that the state cannot commit to that segment of the project. If there are reductions in federal funding, the entire *Green Line Extension* project could be further delayed if that additional segment were added, he said.

7. Transportation Improvement Program Amendment – Pam Wolfe, Manager of Certification Activities, MPO Staff

Members were provided with Draft Amendment Five of the FFY 2011 element of the FFYs 2011 – 2014 TIP. (See attached.) The amendment includes the addition of earmarks and updates to project costs, but does not affect the MPO's target monies.

The amendment updates earmarks for the following projects:

- *Boston – Huntington Avenue/Symphony Area Streetscape Construction*
- *Chelsea – Roadway Improvements* (as part of the *Chelsea Street Bridge* project)
- *Somerville – Adaptive Reuse and Streetscape Improvements Study*

It also updates costs for the following projects:

- *Hudson – Houghton Street over the Assabet River*
- *Wayland – Pelham Island Road over the Sudbury River*
- *Chelsea – Wright and Browne Schools*

A motion to release Draft Amendment Five of the FFY 2011 element of the FFYs 2011-14 TIP for a 30-day public review period was made by P. Regan, and seconded by T. Bent. The motion carried.

8. FFYs 2012 – 2015 Transportation Improvement Program – Pam Wolfe, Manager of Certification Activities, MPO Staff

Members were provided with the staff recommendation for the Highway portion of the FFYs 2012 – 2015 TIP, which was first presented at the meeting of July 21, and associated TIP tables, project evaluations, and other working documents. They were also provided with a list of projects recommended by the MPO's Clean Air and Mobility Subcommittee. (See attached.) P. Wolfe summarized the process for developing the TIP noting that this recommendation includes one new project, the *Belmont – Trapelo Road* project, which is the most highly rated project based on the MPO's project evaluation criteria.

D. Mohler then distributed an alternative proposal prepared by MassDOT. (See attached.) This proposal added funding for two projects: *Natick – Route 9/Oak Street* (in FFY 2012) and *Lynn – Route 129 (Broadway)* (in FFY 2013). These changes were possible due to reductions to the MPO's Clean Air and Mobility Program in FFYs 2014 and 2015, and newly updated costs for the *Concord/Lincoln – Route 2 (Crosby's Corner)* project, and updates to the cash flows for the *Needham/Wellesley – Route 128 Improvement Program (Contract 5)* project. MassDOT is also proposing to program \$1 million of Highway Safety Improvement Program (HSIP) funds in the Clean Air and Mobility Program for FFY 2013, making a total of \$1.9 million available for that program in that year.

Discussion of Highway Element

John Romano, MassDOT Highway Division, asked if funds could be added to the Clean Air and Mobility Program in FFYs 2014 and 2015 if other programmed projects come in a lower cost. D. Mohler answered yes.

E. Bourassa reported that two Clean Air and Mobility Program projects – the *Arlington – Intersection of Route 3 and Route 60* and the *Framingham – Cochituate Rail Trail* projects – are moving forward, and he suggested that those projects be restored to the FFY 2013 element of the TIP. He also reported that the *Scituate – Sidewalk Installation and Improvements* and *Westwood – Crosswalk Improvements on Washington Street* projects may not be able to go forward. He suggested that the MPO inform the proponents of the changes to the funds available for the Clean Air and Mobility program.

Chris Reilly, Town of Lincoln, asked for an explanation of the cost reduction for the *Concord/Lincoln – Route 2 (Crosby's Corner)* project. David Anderson, MassDOT Highway Division, explained that the new estimate reflects that bids are coming in approximately 15% below estimates. The new estimate for *Crosby's Corner* is about 5% lower than the previous estimate.

Members further discussed the Clean Air and Mobility Program and the possibility that the MPO might not solicit projects in years when there is reduced funding in that program. P. Wolfe asked if the MPO plans to maintain the program. E. Bourassa stated that the MPO should continue this program. J. Cosgrove remarked on the uncertainties in future federal funding.

David Koses, City of Newton, questioned why MassDOT recommended the *Natick – Route 9/Oak Street* project over other highly rated projects. Stephen Woelfel, MassDOT, indicated that economic development and geographic equity were factors, and that the project has an earmark.

A motion to accept MassDOT's recommendation for highway portion of the FFYs 2012 – 2015 TIP was made by T. Bent, and seconded by J. Gillooly. The motion carried.

T. Bent commented that this proposal does a good job of restoring municipalities' confidence in the MPO's process by showing that the MPO adheres to its decisions.

Dennis Giombetti, Town of Framingham, suggested that the MPO refrain from adding new projects to the Clean Air and Mobility Program until it can complete its current commitments to projects funded through that program.

Discussion of the Transit Element

Following the vote on the TIP, a discussion ensued regarding the MBTA's financial circumstances. Victor Rivas, of the MBTA's Capital Budget Group, provided an overview. He reported that the MBTA is preparing for a potential cut in federal funding which could result in a loss of as much as \$80 million in federal transit funds in this TIP cycle. Following advice from the FTA, the MBTA is preparing to reduce its backlog of projects by taking a new approach that involves drawing on federal funds for programs to be implemented over multiple years in one grant. Previously, the MBTA drew on federal funds incrementally at project milestones. The MBTA has committed all of its available funding for FFY 2011 and 2012. The MBTA is now preparing to make possible

reductions to the scope of projects in its Capital Investment Program (CIP), in the event that it must cut as much as \$460 million from the CIP.

P. Regan noted that the MBTA spends approximately \$470 million per year in capital spending to maintain the transit system, but that it should be spending \$575 million to \$700 million a year to address a backlog of projects, according to the Transportation Finance Committee and the D'Alessandro reports. He emphasized that potential new cuts would have a significant negative impact.

A motion to release the highway and transit portions of the FFYs 2012 – 2015 TIP for a 30-day public review period was made by D. Giombetti, and seconded by J. Romano. The motion carried.

J. Gillooly suggested that it would be helpful for the MPO to be able to see more information on the MBTA's programs so that it can better understand how the MBTA's programs fit into the larger funding picture. J. Cosgrove stated that much of the MBTA's program funding is now reflected in the TIP. V. Rivas added that the FTA funding is the lifeblood of the MBTA. As such, it is the practice of the MBTA to have all procurement activities comply to federal guidelines, even if those activities are bond funded.

Lourenço Dantas, Massachusetts Port Authority, asked if the MBTA would be getting to a point where it can no longer provide a 20% match to federal funds. V. Rivas replied that the MBTA continues its commitment to match federal funds. However, he noted that the backlog of projects that will cost billions of dollars is where the problem lies.

Following the discussion of the MBTA's financial situation, Clinton Bench, MassDOT, raised the issue of the need to remove SIP projects from the TIP given MassDOT recent action requesting the DEP to amend the SIP, which may result in changes to the projects' cash flows.

A motion to amend the FFYs 2012 – 2015 TIP, approved for release for public review, to remove the costs for the SIP projects (*Fairmount Line Improvement, Construction of 1,000 New Parking Spaces, Red Line/Blue Line Connector, and Green Line Extension*) was made by C. Bench, and seconded by J. Romano. The motion carried.

Prior to the vote on this motion, T. Bent inquired as to the impact the action would have on on-going activities of the *Green Line Extension* project. D. Mohler replied that the action would have no impact on those activities and noted that the projects were listed in the TIP for information only as they show only state cash flows. He added that MassDOT will give staff corrected cash flow figures for the SIP projects before the MPO takes its final vote to approve the TIP in September, and they can be added then.

Before moving on to the next agenda item, D. Mohler announced the resignation of Secretary of Transportation Jeffrey Mullan effective at the end of August. The Governor will appoint Richard Davey as Secretary.

9. Work Program for the MBTA 2012 Review of Fare Structure, Tariffs, and Service – *Karl Quackenbush, Acting Director, Central Transportation Planning Staff (CTPS)*

Members were provided with the work program for the *MBTA 2012 Review of Fare Structure, Tariffs, and Service*. (See attached.) K. Quackenbush provided an overview of the work program and Charles Planck, MBTA, assisted in answering questions.

CTPS will be assisting the MBTA in a review of its fare structure and fare levels, and will be evaluating alternative fare structures and tariff scenarios. This work will involve using the MPO's travel forecast model and another spreadsheet model to test these and other service change scenarios, and to forecast probable impacts in terms of ridership, revenues, air quality, and environmental justice. The MBTA's Rider Oversight Committee will have significant involvement in the developing of scenarios; CTPS staff will be interacting with that body.

CTPS conducted similar work for the MBTA in 1991, 2000, 2004, and 2007. This new work program is similar in approach to the work CTPS conducted in 2007. At that time, CTPS predicted that the fare structure ultimately chosen by the MBTA would result in a 21.2% increase in revenues; the forecast was very accurate as, in actuality, the increase was 23%.

Members asked questions.

E. Bourassa and P. Regan both inquired whether the timeframe of this 12- month work program would dovetail with the potential timing for an MBTA fare increase. C. Planck replied that the potential date of a fare increase would be July, 1, 2012.

S. Olanoff asked if the work would take into account the potential for a decrease in ridership if the MBTA increases fares, and the impact an increase might have on mode choice. K. Quackenbush replied that elasticities are contained in the models and spreadsheets tools that CTPS would be using, which will account for such factors. C. Planck added that the MBTA Rider Oversight Committee will be working with the MBTA to develop scenarios for study and that the Committee may likely raise similar questions. D. Mohler noted that the MBTA will hold a public process prior to raising fares.

L. Dantas asked if scenarios would be re-evaluated if the modeling shows that there may be unintended consequences such as negative air quality impacts or impacts to environmental justice communities. C. Planck replied that there is a feedback loop that allows for public review of the scenarios and for re-assessment.

A motion to approve the work program for the *MBTA 2012 Review of Fare Structure, Tariffs, and Service* was made by P. Regan, and seconded by T. Bent. The motion carried.

10. Long-Range Transportation Plan – *Anne McGahan, LRTP Manager, MPO Staff*

Members were provided with draft Chapters 7, 8, and 10 of the LRTP, *Paths to a Sustainable Region*. A. McGahan provided an overview of each chapter.

Chapter 7: The Financial Plan

A. McGahan explained that Chapter 7 provides the MBTA's spending plan through 2035. (See attached MBTA financial spreadsheet.) This plan is based upon the finance plan for the *Green Line Extension* project, which was based upon the *Silver Line 3* finance plan. The finance plan assumes no fare increases and does not address the MBTA's state-of-good-repair needs.

The chapter includes information about the funding available for operations and maintenance. Tables show the revenue sources, which include the sales tax, local MBTA assessments, fare revenue, and non-fare revenue.

Members discussed the transit finances.

In response to questions, D. Mohler explained that the finance plan shows the MBTA's structural deficits and shows that the MBTA does not have the funding to maintain and operate its existing system. He stated that a fare increase would not fully address that deficit. MassDOT will be submitting to FTA a menu of possible solutions to the deficit; service cuts may be among the options. This year the MBTA has no structural deficit, but it will have a deficit of \$161 million in FFY 2012 which will grow to \$303 million in FFY 2016.

A. McGahan continued with an overview of the highway finances. The chapter documents financial information regarding the payments for the Central Artery/Tunnel project (which will be paid off by FFY 2014), the statewide road and bridge program, highway maintenance funding, and pavement management cost estimates for the region.

Members then discussed this information.

D. Giombetti asked if MassDOT requires municipalities to report how much local monies are spent on pavement management. D. Mohler replied that MassDOT conducts an annual survey of municipal transportation spending, but that pavement management costs are not broken out. A. McGahan added that the MPO conducted an additional survey of municipalities.

L. Dantas asked for clarification about how much of the MPO's discretionary funding is reflected in the financial information shown. A. McGahan stated that the financials in Chapter 7 include TIP projects. L. Dantas then asked about what other activities, besides pavement management, are included in the statewide maintenance finance category. D. Anderson replied that the category also includes costs for maintenance facilities, emergency repairs, guardrails, signs, and the like.

Chapter 8: The Recommended Plan

A. McGahan explained that Chapter 8 contains descriptions of the recommended projects for the LRTP and projects in adjacent MPOs that affect travel within the Boston region. It also includes the modeling results for the recommended transportation plan.

She noted that staff will make changes to the chapter to reflect the actions that the members just took on the TIP to adjust funding for the Clean Air and Mobility Program, to add the *Belmont – Trapelo Road* project, and to update costs for several projects: the *Reading, Stoneham, Wakefield, and Woburn – Interstates 93/95 Interchange*; *Malden, Revere, and Saugus – Route 1 Improvements*; and *Salem – Bridge Street*.

Members discussed this information.

D. Koses asked staff to conform figures regarding the *Needham/Wellesley – Route 128 Improvement Program (Contract 5)* project to recent MPO action.

T. Bent and E. Bourassa raised questions about the programming of the *Green Line Extension from College Avenue to Route 16*, given MassDOT's action to amend the SIP. S. Woelfel advised leaving the project programmed as is until more information is available and MAPC completes its public outreach process.

J. Cosgrove raised a question about the status of the *Russia Wharf* project. A. McGahan stated that the project is a SIP commitment. MassDOT is required to build the wharf, but not to provide ferry service. (The full project description is in Chapter 10.)

J. Cosgrove suggested giving some recognition to Illustrative Projects in the LRTP, given that there is a potential for the state to receive federal TIGER funds. If those funds become available, the MPO would have to amend its LRTP. E. Bourassa noted that it would be helpful for the MPO to have a briefing on the TIGER applications that the MBTA is submitting.

E. Bourassa asked if the modeling results showed any mode shifts between the no-build and build scenarios. K. Quackenbush and Scott Peterson, MPO staff, explained that the modeling showed a small increase in transit trips in the build network, which is largely due to the *Green Line Extension* project.

L. Dantas then raised the question of whether the MPO is actually meeting any of its goals and policies, and noted that the MPO was not able to conduct modeling to test alternative analyses. He noted that the modeling results for projects in the recommended plan show that trips are increasing for all modes and that auto trips are still being added to the system. He asked about what impact that would have on congestion and vehicle miles traveled. S. Peterson replied that due to projects that improve highway interchanges, vehicle miles traveled are projected to increase, but vehicle hours traveled would decrease.

P. Regan noted that due to the *Green Line Extension*, some transit riders would shift from bus to light rail. D. Koses expressed concern that the projects in the recommended plan would result in a decrease in local and express bus ridership.

Chapter 10: Air Quality Conformity Determination

A. McGahan explained that Chapter 10 provides information showing that the recommended plan is in conformity with federal air quality standards. It also provides a status update of the State Implementation Plan projects.

Members discussed this information.

E. Bourassa inquired about the status of MassDOT's work to review all MPO projects in relation to the GreenDOT goals, and about the process that would ensue if the target greenhouse gas (GHG) reductions are not achieved. D. Mohler indicated that MPO's LRTPs would not be held up in this cycle, but that it would be of concern if GHGs were to increase as a result of projects. E. Bourassa then requested that MassDOT give a presentation on this topic in the future.

A motion to release the draft LRTP for a 30-day public review period was made by D. Giombetti, and seconded by J. Gillooly. The motion carried. (The Massachusetts Port Authority was not present for this vote.)

11. Technical Memorandum: Low-Cost Improvements to Bottleneck Locations –

Karl Quackenbush, Acting Director, Central Transportation Planning Staff (CTPS)

At the meeting of June 9, Seth Asante, MPO staff, gave a presentation about a study that recommended low-cost improvements to four highway locations that could help reduce bottlenecks. K. Quackenbush reported that S. Asante is working with MassDOT to implement some of the recommendations.

A motion to approve the technical memorandum, *Low-Cost Improvements to Bottleneck Locations*, was made by J. Gillooly, and seconded by J. Romano. The motion carried. (The Massachusetts Port Authority was not present for this vote.)

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

A motion to approve the minutes of the meeting of July 7 was made by T. Bent, and seconded by P. Regan. The motion carried.

A motion to approve the minutes of the meeting of July 21 was made by R. Reed, and seconded by L. Dantas. The motion carried. (The Massachusetts Port Authority was not present for this vote.)

13. Work Programs – Karl Quackenbush, Acting Director, Central Transportation Planning Staff (CTPS)

Members were presented with two draft work programs: the *Regional HOV Lane System Planning Study* and the *Boston Ramp Study*. (See attached.) K. Quackenbush provided an

overview of each work program. Members will vote on these work programs at the next meeting.

Regional HOV Lane System Planning Study

The work program for the *Regional HOV Lane System Planning Study* is the first step toward conducting a systemic review of HOV treatments on the express highway system. CTPS will conduct a systems level assessment to determine where on the highway system it is feasible to implement HOV treatments. The tasks involve data gathering, developing criteria to evaluate whether certain highway segments could be candidates for these treatments, evaluation of those segments, and the development of conceptual level plans for candidate locations. This study is in the MPO's FFY 2011 and FFY 2012 UPWP.

Members discussed the work program and asked questions.

J. Gillooly asked if the study would consider treatments such as zipper lanes on Interstate 93. K. Quackenbush replied that staff is preparing the final report from an ongoing study effort that addresses HOV treatments in that area.

D. Mohler asked if the study would factor in the feasibility of building new HOV treatments (factoring costs and impacts due to land takings, for example). K. Quackenbush replied that feasibility will be considered.

Anthony Komornick, Merrimack Valley Planning Commission (MVPC), commented that the MVPC has a project in its UPWP that involves examining the feasibility of installing an HOV lane on Interstate 93. He noted that the MVPC study would dovetail with this work program and suggested that the two MPOs coordinate regarding modeling work. K. Quackenbush replied that CTPS is uncertain if it will do modeling for this work program. CTPS will be focused on getting a good sense of vehicle occupancies on the highways and estimating potential HOV lane usages using sketch-planning methods. Formal modeling may be unnecessary.

Boston Ramp Study

The *Boston Ramp Study* will support a study being conducted by MassDOT's Office of Transportation Planning. MassDOT is studying the potential for building new ramps on the Massachusetts Turnpike between Brookline Avenue and Berkeley Street in Boston. CTPS will conduct travel forecasting for four potential ramp configurations and provide data on predicted traffic volumes on the Turnpike, on the potential new ramps, and on surface streets. MassDOT will then subject that data to more microscopic traffic analysis at selected locations.

Members discussed the work program and asked questions.

J. Gillooly asked why three scenarios defined in the study are focused only on off-ramps whereas previous studies have identified that there is a lack of access to the Turnpike

from the waterfront area. K. Quackenbush noted that the fourth scenario could be used to test possibilities for eastbound on-ramp traffic.

J. Gillooly asked staff to revisit an idea that was proposed in the past that envisioned a reverse lane loop near Copley Square that would allow westbound traffic to reverse direction. He also noted that any new bus service using the Turnpike would have to use surface streets on its return route due to eastbound access problems on the Turnpike.

L. Dantas asked staff to strike a sentence from the work program that references the potential for improving access to Logan Airport since the three scenarios presented would not improve access. K. Quackenbush noted that a fourth scenario could test alternatives that would improve access to Logan.

D. Koses asked for clarification regarding the addition of tolls. K. Quackenbush stated that MassDOT is considering tolling all ramps with a distance-based tolling system.

S. Olanoff asked how the locations of the potential new ramps were chosen. K. Quackenbush and D. Mohler replied that MassDOT and a Study Advisory Committee identified the locations.

14. Members Items

E. Bourassa announced that the MPO elections will be held on October 26 at the Cambridge Marriott. Nomination papers are due on September 23.

J. Romano announced upcoming hearings on proposed routing of non-radioactive hazardous materials through Boston. (See attached notice.) The City of Boston is seeking state approval to route trucks carrying such materials through Boston from Interstate 93 to 95, and to prohibit such through traffic from city streets (unless permitted by the City).

J. Gillooly provided background on this action. He noted that the City made a similar proposal in 2006, and the restriction was in place for four years. However, because the city did not follow a federal process to justify the restriction, it was required to conduct a study before the ban could be maintained. The city has since funded a study that shows that the restriction is appropriate and will improve safety on Boston's streets. This study is available on MassDOT's website.

15. Adjourn

A motion to adjourn was made by P. Regan, and seconded by D. Giombetti. The motion carried.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, August 4, 2011, 10:00 AM

Member Agencies

MassDOT

MassDOT Highway

City of Boston

City of Newton
City of Somerville
MAPC

MBTA
MBTA Advisory Board
Massachusetts Port
 Authority
Regional Transportation
 Advisory Council
Town of Bedford
Town of Braintree
Town of Framingham

Representatives and Alternates

David Mohler
Clinton Bench
Stephen Woelfel
David Anderson
John Romano
Jim Gillooly
Tom Kadzis
David Koses
Tom Bent
Eric Bourassa
Eric Halvorson
Joe Cosgrove
Paul Regan
Lourenço Dantas

Steve Olanoff

Richard Reed
Christine Stickney
Dennis Giombetti

MPO Staff/CTPS

Maureen Kelly
Robin Mannion
Anne McGahan
Hayes Morrison
Scott Peterson
Sean Pfalzer
Karl Quackenbush
Alicia Wilson
Pam Wolfe

Other Attendees

Marc Cabot
Matthew Cibarowski
Glen Clancy
Mayor Joseph Curtatone
Mike Gowing
Anthony Komornick

James Marsh
Barbara Miranda

Mark Paolillo

Karen Pearson

Charles Planck
Chris Reilly

Patrick Engineering
MassDOT
Town of Belmont
City of Somerville
Town of Acton
Merrimack Valley Planning
Commission
City of Lynn
Office of State Representative
William Brownsberger
Town of Belmont Board of
Selectmen
MassDOT Office of
Transportation Planning
MBTA
Town of Lincoln

Ellin Reisner	Somerville Transportation Equity Partnership
Victor Rivas	MBTA
James Salvie	Town of Stow
Rebecca Schrim	Friends of the Community Path
Sheri Warrington	Office of State Senator McGee
Thomas Younger	Town of Belmont