

Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

May 2, 2013 Meeting

10:00 AM – 12:45 PM, State Transportation Building, Conference Rooms 2&3, 10 Park Plaza, Boston

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

Decisions

The Boston Region Metropolitan Planning Organization agreed to the following:

- approve the work program for the *MBTA 2014 Triennial Title VI Report*
- release the draft federal fiscal year (FFY) 2014 Unified Planning Work Program (UPWP) for a 30-day public review period
- release the draft FFYs 2014-17 Transportation Improvement Program (TIP), as amended today and pending a positive air quality conformity determination, for a 30-day public review period (details on the actions that led to this motion are included in the body of this document)

Meeting Agenda

1. Public Comments

State Senator James Eldridge thanked the MPO for programming the *Assabet River Rail Trail* and *Bruce Freeman Rail Trail* projects in the staff recommendation for the draft FFYs 2014-17 TIP. He also advocated for programming the *Southborough – Reconstruction of Main Street (Route 30)* project. In closing, he assured members that there are state legislators who are fighting for adequate funding for transportation.

Mayor Scott Galvin of Woburn expressed thanks for the programming of the *Woburn – Reconstruction of Montvale Avenue* project on the staff recommendation for the draft TIP. He also advocated for the *Reading – Reconstruction of West Street* project.

The Mayor was followed by a number of commenters who also advocated for the *Montvale Avenue* project.

Darlene Bruer, Ward 5 Alderman, reported that the City of Woburn has been taking great strides to prepare for this project, which addresses a quality of life issue in the project area.

Kathy Bailey, Woburn resident, spoke about congestion problems, which can be caused from back-ups from Interstates 93 and 95, and the numerous accidents that have occurred at the intersection.

Joel Swets, Executive Director of the Cummings Foundation, described the Montvale Avenue location, near Cummings Park (a large commercial development) and a school, as a choke point that is a danger to the public. He noted that it is difficult for traffic to clear the way for first responders and ambulances. He also noted that the traffic problem will be exacerbated when the construction on the Interstate 95 and 93 interchange begins.

Joseph Tarby, a Woburn resident and officer of Winchester Hospital, spoke about the congestion problem at the interchange. He stated that Winchester Hospital has an employee parking facility near the intersection with a shuttle service to the hospital, and that the congestion often causes employees to be late.

Bob Harverty, Woburn business owner, spoke about the benefits the project would have for businesses in the area.

Robert Parsons, a Woburn businessman, spoke about the congestion in the area that occurs when there are traffic problems on Interstates 93 and 95, and the impact that has on customers trying to reach Woburn businesses.

A Washington Street resident (name not recorded) spoke about the traffic congestion and long delays at the intersection.

William Stafford, Woburn resident, explained that the intersection is a major choke point between Winchester Hospital and Cummings Park, the center of commerce in Woburn. He stated that Montvale Avenue needs to be widened.

Lori Medeiros, Woburn resident, remarked that a large number of Woburn residents travel through the intersection every day. She noted that the city has made temporary improvements to the location, but the project is needed.

Kristina Johnson, City of Quincy, speaking on behalf of Mayor Thomas Koch, asked the MPO to program the *Quincy – Intersection and Signal Improvements at Hancock Street*

and *East/West Squantum Streets* project in the FFY 2013 element of the FFYs 2013-16 TIP. She stated that the project is ready and that the city would like to begin construction this summer. A right-of-way certificate from MassDOT is imminent and all right-of-way issues have been settled. The project location was the subject of a UPWP study. The project would improve safety near an MBTA station and a school.

Pat Brown, Sudbury resident, raised concerns about the greenhouse gas (GHG) estimates the MPO uses for multi-use path projects. She asked the MPO to include in the TIP the calculations and the assumptions used to generate those estimates. She also raised concerns about giving trail projects credit in the TIP evaluation process for improving substandard pavement. She asked the MPO to clarify that point in the TIP as well. Noting that she has made these comments to the MPO in writing for previous TIPs, she resubmitted her comments and GHG calculations in writing.

Alan Moore, Friends of the Community Path, thanked the MPO for supporting the *Community Path* project and asked the MPO to look for additional funding, such as Congestion Mitigation and Air Quality (CMAQ) funding, to complete the unfunded portion of the project. He also asked the MPO to apply the maximum allowable amount of Transportation Alternatives Program money to bicycle and pedestrian projects.

Tom Michelman, Friends of the Bruce Freeman Rail Trail, thanked the MPO and MassDOT Secretary Richard Davey for programming the *Bruce Freeman Rail Trail, Phase 2A, 2B, and 2C* on the staff recommendation of the draft FFYs 2014-17 TIP.

Margaret Hoffman, Town of Hanover, thanked the MPO for programming the *Hanover – Reconstruction of Washington Street (Route 53)* project on the staff recommendation of the draft FFYs 2014-17 TIP. She explained the need for the project, which will widen the roadway and add turning lanes, as there is substantial commercial growth planned and underway on the corridor, including a new recreational sports complex that is drawing more traffic. She submitted letters of support from town officials.

Bill Boland, Town of Southborough, Board of Selectmen, advocated for the *Southborough – Reconstruction of Main Street (Route 30)* project and asked the MPO to program the project in the FFY 2017 element of the TIP. He described the project location, which includes an intersection with Route 85. Three schools, a funeral home, and businesses are along the road. There are safety issues due to sidewalk condition, and congestion due to lack of turn lanes. The project would improve safety for pedestrians and drivers.

Karen Galligan, Town of Southborough Department of Public Works, also advocated for the *Southborough – Reconstruction of Main Street (Route 30)* project. She explained that the project would address the only east-west corridor in the town, which leads to employment areas in Framingham. Along the road are a historic town common, funeral home, schools, town offices, public safety facilities, and a convenience store, where there is no sidewalk. The project will fix drainage problems and add parking to improve access to the funeral home. The town has held multiple public meetings to involve residents in the project design, which is now at the 25% design stage. A public design hearing will be held this summer. The 75% design plans are expected to be ready by the end of the calendar year. Right-of-way plans are underway now.

Leah Robins, of the Office of State Representative Carolyn Dykema, echoed the comments of the Southborough representatives. She stated that the legislative delegation is supportive of the project. She noted that the project will help the town to grow.

Dennis Crowley, South West Advisory Planning Committee (Town of Medway), asked about the length of the project, existing sidewalk coverage, and the town's investment in the project. Karen Galligan explained that the project is on a one mile portion of Main Street. Sidewalks are on about 75% of the roadway segment, and they will be replaced. The road will be widened at the section near the funeral home, near the common. The town has saved its Chapter 90 money for a number of years to fund the design. Bill Boland added that the project will widen the intersection of Routes 30 and 85 and add turning lanes.

Andrew Gallinaro of National Development, which owns Unicorn Park near Montvale Avenue, spoke in support of the *Montvale Avenue* project and the benefits it would have in terms of improving traffic for residents and businesses.

Stephanie Mercandetti, Town of Walpole, advocated for the MPO to program the *Walpole – Reconstruction of Route 1A* project in the FFYs 2014-17 TIP; the project is not on the staff recommendation. The project would address 8,000 feet of roadway in a densely populated area with over 100 businesses. Also along the roadway there is an elementary school, a high school, and a vocational school, and several commercial developments that are either planned or under construction. She noted that there have been serious accidents at the location, including one in the past couple of weeks. The project would improve safety for pedestrians, vehicles, and school children. She noted that Walpole has been working to advance the project for 15 years and that MassDOT supports the project. The 25% design hearing is expected to be held this summer. She also remarked that there have been no TIP-funded projects in the Three Rivers

Interlocal Council (TRIC) subregion for several years. She submitted a letter of support from a chamber of commerce.

In response to a question from Tina Cassidy, North Shore Task Force (City of Beverly), Stephanie Mercandetti stated that the project cost is \$14 million, and she asked the MPO to program some portion of that amount on the TIP in order to move the project along.

Roland Bartl, Town of Acton, thanked the MPO, along with Chairman Mohler, Secretary Davey, and MassDOT Highway District 3 staff, for their support of the *Assabet River Rail Trail* and the *Bruce Freeman Rail Trail* projects. He asked the MPO to keep programmed in the TIP an earmark for the portion of the *Assabet River Rail Trail* project in Hudson.

Ken Krause, Medford resident, thanked the MPO staff for the recommendation to increase the portion of funding in the TIP for transit projects and bicycle and pedestrian facilities, and he urged the members to support the recommendation. He noted that this type of investment supports MassDOT's goal of tripling the mode share for transit ridership, bicycling, and walking by 2030. He also noted that this type of investment helps to relieve the burden on highways.

John Westerling, Town of Hopkinton Department of Public Works, provided an update on the *Hopkinton – Reconstruction of Main Street* project. The town has recently submitted the 25% design plans for the project to MassDOT Highway Division. The \$6.6 million project is in the TIP Universe of Projects. The project will address a one-mile stretch of roadway and improve all modes of transportation. The improvements include adding turning lanes and sidewalks, and improving drainage.

Richard Reed, Minuteman Advisory Group on Interlocal Coordination (Town of Bedford), introduced three Pakistani government officials – Shazia Mallah, Rabia Noor, and Najia Zahra – who are part of a program of visiting officials who are learning about the U.S. government and how the U.S. democracy works.

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

There was none.

3. Committee Chairs' Reports

There were none.

**4. Regional Transportation Advisory Council Report—*Steve Olanoff,*
*Chair, Regional Transportation Advisory Council***

The Advisory Council will meet next on May 8 at 3PM at the State Transportation Building. Anne McGahan, MPO staff, will give a presentation on the MPO's climate change work. The Advisory Council will also begin drafting a comment letter to submit to the MPO regarding the TIP and UPWP.

**5. Executive Director's Report—*Karl Quackenbush, Executive Director,*
*Central Transportation Planning Staff***

The MPO staff will be holding public workshops that focus on the TIP and UPWP, as well as the MPO's Public Participation Program and Transportation Equity activities. Staff is working on updating its Transportation Equity contact lists. Members were asked to provide any relevant contacts to Pam Wolfe, Manager of Certification Activities, MPO staff.

The workshops will be held in Framingham and Lynn. A Be Informed, Be Involved meeting will be held on June 5 in this building.

**6. Work Program—*Karl Quackenbush, Executive Director, Central*
*Transportation Planning Staff***

Members were presented with the work program for the *MBTA 2014 Triennial Title VI Report*. For a number of years, Central Transportation Planning Staff (CTPS) has been involved in helping MassDOT and the MBTA with reporting to the Federal Transit Administration (FTA) to demonstrate the MBTA's compliance with Title VI of the Civil Rights Act of 1964. CTPS has assisted in the development of the last three triennial reports; this work program represents work that will go into developing the fourth triennial report, which is due in June 2014.

Tasks of this work program include developing maps and graphics, documenting service standards, collecting data, and conducting analyses to determine, first, whether the MBTA's service meets its own standards, and second, whether there are disparities in the levels and quality of service provided to minority versus non-minority areas. If such disparities are found, then CTPS will work with the MBTA to determine why they exist and what can be done to eliminate them. Service and Fare Equity Analyses (SAFE), which determine whether, for proposed service changes, there would be disparities in the provision of service between minority and non-minority areas, will also

be documented in the Triennial Report. CTPS will also provide technical support to the Title VI working group and to the MBTA.

This work program will be funded by the MBTA.

Members discussed the work program.

D. Mohler asked whether the results of the SAFE analysis (Task 3) would influence the determination of the threshold for disparate impact and disproportionate burden (Task 5), or vice versa. K. Quackenbush explained that neither would affect the other because the SAFE analysis referred to in Task 3 was conducted last year before the definition of disparate impact had been fully developed. It cannot, therefore, inform Task 5. And the SAFE analysis will not be redone in light of a newly-developed definition: it will simply be documented, as is, in the report.

K. Quackenbush went on to explain that in order for CTPS to conclude Task 2, however, the MBTA will have to provide a definition of disparate impact and disproportionate burden, which they are currently working on. Task 5 alludes to the process of developing a definition, but that task does not necessarily have to be completed before Task 2 as long as the MBTA, whether in relation to this work program or otherwise, has developed a definition by the time Task 2 needs to be concluded.

A motion to approve the work program for the *MBTA 2014 Triennial Title VI Report* was made by the Massachusetts Port Authority (Lourenço Dantas), and seconded by the North Suburban Planning Council (City of Woburn) (Ed Tarallo). The motion carried.

7. Meeting Minutes—*Maureen Kelly, MPO Staff*

This agenda item was tabled.

8. Draft Unified Planning Work Program—*Michelle Scott, MPO Staff*

Referencing her presentation on the development of the draft FFYs 2014 UPWP on April 4, M. Scott noted the materials that were distributed to members at that time: a list of recommended new projects to be undertaken by CTPS; a list of projects to be undertaken by the Metropolitan Area Planning Council (MAPC); draft budgets for both the CTPS and MAPC work; a universe of proposed projects; and a memorandum describing the development and project selection process for the UPWP.

New materials distributed for this meeting are updated project descriptions and a pre-circulation draft of the UPWP, which contains the following: text on the development of the UPWP; a status update on projects in the FFY 2013 UPWP; information about

ongoing projects and other major transportation planning projects in the region; the universe of projects; and grant award and contract amounts. Project specific budget information will be added after the MPO approves the CTPS and MAPC budgets. Staff is awaiting receipt of final PL grant amounts; these amounts are not expected to be dramatically different from last year. Staff has programmed assuming level funding for PL.

Staff will report on public comments received after the UPWP is released for public review. These comments will be documented in the final UPWP.

A motion to release the draft FFY 2014 UPWP for a 30-day public review period was made by the Inner Core Committee (City of Somerville) (Tom Bent), and seconded by the North Suburban Planning Council (City of Woburn) (E. Tarallo). The motion carried.

9. Draft Transportation Improvement Program—*Sean Pfalzer, MPO Staff*

Members were provided with the following tables for their discussion of the draft FFYs 2014-17 TIP: a summary of evaluated projects; two options for a staff recommendation; the statewide bridge program; other statewide items; non-target funding highway projects; projects with earmarks; the capital programs for the MBTA, Cape Ann Transportation Authority, and MetroWest Regional Transit Authority; Grant Anticipation Notes (GANs) payments; and SIP projects. S. Pfalzer presented these materials during the course of the discussion.

Air Quality Conformity Determination

K. Quackenbush introduced this agenda topic by noting that when the MPO votes to release the draft FFYs 2014-17 TIP for public review, it must do so with the stipulation that the TIP is accompanied by a positive air quality conformity determination. Staff has not yet performed an air quality conformity determination for the set of projects in the draft TIP because decisions that the MPO makes today could affect project schedules and therefore impact the conformity determination.

Anne McGahan, MPO staff, then explained that there are three reasons a new air quality conformity determination is required. Firstly, there are changes in programming to two projects that would add capacity to the transportation system: the *Needham and Wellesley – Route 128 Add-a-Lane, Contract V* project and the *Weymouth and Abington – Reconstruction and Widening on Route 18* project. Secondly, the U.S. Environmental Protection Agency (EPA) is requiring the use of a new emissions model, MOVES, for air quality conformity determinations. Lastly, the MPO has a new air quality classification for ozone; the MPO is now in conformity for ozone, so this pollutant does not have to be

included in this conformity determination. The MPO must continue to show conformity for carbon monoxide. The conformity determination must also include the status of projects included in the State Implementation Plan (SIP).

Staff Recommendations

Members were provided with two options for the new staff recommendation for the TIP. The new recommendations reflect the following changes since the staff recommendation was first presented on April 4. An adjustment to the payments for the *Needham and Wellesley – Route 128 Add-a-Lane, Contract V* project has allowed for the programming of the *Hanover – Reconstruction of Washington Street (Route 53)* project and the *Arlington – Bikeway Connection at the Intersection of Route 3 and 60* project in FFY 2014. Also, the *Acton and Maynard – Assabet River Rail Trail* project would be funded with Statewide Congestion Mitigation and Air Quality Improvement (CMAQ) funds in FFY 2015.

Option 1 of the staff recommendation programs the *Southborough – Reconstruction of Main Street (Route 30)* in FFY 2017. The remaining amount of the *Clean Air and Mobility Program* funding would be programmed in FFY 2016, but no funds for it would be programmed in FFY 2017.

Option 2 of the staff recommendation excludes the *Southborough – Reconstruction of Main Street (Route 30)* project and fully funds the *Clean Air and Mobility Program* in FFYs 2016 and 2017.

Staff provided a chart showing spending by project type. Since the last meeting staff evaluated the *Arlington – Bikeway Connection*; it scored among the First Tier List of projects. A road safety audit was conducted at the location in 2012.

Discussion of the Staff Recommendations

D. Mohler asked S. Pfalzer to review the public comments received. S. Pfalzer reported that the Town of Arlington wrote in support of the *Arlington – Massachusetts Avenue* project, the Town of Brookline and Children's Hospital Boston expressed support for the *Brookline – Gateway East* project, and Pat Brown of Sudbury expressed concern about the MPO's method of scoring trail projects (which allows points for improving substandard pavement). D. Mohler added that MassDOT received a letter in opposition to the *Arlington – Bikeway Connection* project. MPO staff had not received that letter.

Paul Regan, MBTA Advisory Board, inquired about the programming in Option 2 of *Clean Air and Mobility Program* funds in the outer years of the TIP. S. Pfalzer replied

that those funds are not assigned to projects at this time; the MPO would have to solicit air quality improvement projects for FFYs 2016 and 2017.

L. Dantas asked if, in the chart showing TIP target programming by project type, the *Intersection Improvement Program* is included in the *Clean Air and Mobility Program* category. S. Pfalzer replied yes.

L. Dantas raised the possibility of a third option in which the MPO would program one larger, high-scoring project in the outer years of the TIP rather than a number of smaller projects. S. Pfalzer replied that, when preparing the new staff recommendations, staff aimed to maintain the integrity of the original staff recommendation and stay in the framework of recommending more, lower cost projects.

Tom O'Rourke, TRIC (Town of Norwood/NVCC), expressed support for the third option which would fund higher ranked projects. He also called for more consideration of geographic equity, and noted that there has not been a project in the TRIC region for several years. He expressed support for programming the *Walpole – Reconstruction of Route 1A* project. D. Mohler noted that the *Route 128 Add-a-Lane* project is in the TRIC subregion. Both noted, however, that the project largely serves regional traffic.

Dennis Giombetti, MetroWest Regional Collaborative (Town of Framingham), reminded members that the MPO had a healthy debate previously and concluded that it would support programming more, lower cost projects. E. Tarallo concurred and noted that it would be better to distribute funds across the region rather than to only one project.

Eric Bourassa, Metropolitan Area Planning Council (MAPC), noted that staff considers the projects programmed in the Long-Range Transportation Plan (LRTP) when making decisions on TIP program. For this reason, the *Woburn – Reconstruction of Montvale Avenue* project was included in the staff recommendations.

Richard Canale, At-Large Town (Town of Lexington), also recommended that the MPO support the smaller projects for this TIP as it provides more balance, particularly considering that significant funds are to be programmed for the *Green Line Extension* project. He suggested that the MPO could consider funding, by turn, a larger project in the FFY 2018 element of the TIP.

Joe Cosgrove, MBTA, asked if the *Walpole – Reconstruction of Route 1A* project is a capacity adding project. A. McGahan replied no.

S. Olanoff inquired as to what is committed to the *Clean Air and Mobility Program* in FFY 2016 and whether those funds would be used for the *Intersection Improvement*

Program. S. Pfalzer replied that there are no projects currently programmed in that category. L. Dantas stated that it would be preferable to use some of those funds for the *Intersection Improvement Program*. D. Mohler recommended that if the MPO wishes to program funds for the *Intersection Improvement Program* it should be a stand-alone line item rather than incorporated into the *Clean Air and Mobility Program*.

David Koses, At-Large City of Newton, asked for an explanation of the programming amounts for the *Clean Air and Mobility Program* and the *Arlington – Bikeway Connection* project in FFY 2014. S. Pfalzer noted that the \$1.6 million programmed under each line item is one and the same item, not two items that should be added together to get the whole cost.

Michael Chong, Federal Highway Administration (FHWA), asked staff to revise the project description for the *Southborough – Reconstruction of Main Street (Route 30)* project to clarify that the project has air quality improvement benefits.

E. Bourassa spoke regarding the benefits of the *Clean Air and Mobility Program*. This program grew from the former *Suburban Mobility and Demand Management Program*, which had a goal of supporting innovative programs and small infrastructure projects that have air quality benefits. Despite the challenges of funding these types of projects, he noted that there were successes, including the Bike Share project. He spoke about the benefits of reserving funding for these innovative ideas, but also recognized the fiscal constraint problem facing the MPO and the benefits of the *Southborough – Reconstruction of Main Street (Route 30)* project, which the MPO could fund in place of the *Clean Air and Mobility Program*. He asked that if the MPO chooses to fund the Southborough project, that it continues to remain open to innovative ideas.

Dennis Crowley, South West Advisory Planning Committee (Town of Medway), advocated for the *Southborough – Reconstruction of Main Street (Route 30)* project noting that the project would have a strong impact on public safety especially considering the number of schools in the area.

D. Giombetti also voiced support for the project noting its benefits in terms of traffic congestion reduction, improvements for pedestrians, and impact to the business community.

D. Koses concurred. While expressing support for the *Clean Air and Mobility Program*, he stated that it would be more beneficial to lock in funding for the Southborough project now rather than to leave the *Clean Air and Mobility Program* funds uncommitted.

John Romano, MassDOT Highway Division, concurred and expressed support for funding multiple lower cost projects rather than few large ones.

D. Mohler noted that the MPO has often redirected funds from the *Clean Air and Mobility Program* to other projects. For this reason, he suggested that the program be ended and the funds directed to another program, such as the *Intersection Improvement Program*. L. Dantas added that the Intersection Improvement Program could be started in FFY 2014. The program would fund signal retiming and signal improvements that can have a high benefits in terms of traffic operations.

D. Mohler asked if the *Brookline – Bike Share* project is approved for three years of funding. S. Pfalzer replied that the MPO is providing funding for year 1 and 3. The proponents do not require year 2 funding. A representative from Brookline stated that the town expects to spend down its initial funding allocation by the end of this program year. A motion to accept Option 1 of the staff recommendation for the draft FFYs 2014-17 TIP was made by the MetroWest Regional Collaborative (Town of Framingham) (D. Giombetti), and seconded by the MassDOT Highway Division (J. Romano). The motion carried. Voting against the motion was the TRIC (Town of Norwood/NVCC) (T. O'Rourke). Abstaining were the following: MassDOT (D. Mohler); Massachusetts Port Authority (L. Dantas); and the Advisory Council (S. Olanoff).

Statewide Bridge Program

The *Statewide Bridge Program* contains bridges that will not be funded with MPO target funds.

Six bridge projects were removed from the TIP as a result of MassDOT's reprioritization of the bridge list:

- *Boston – West Second Street over Haul Road and CSX Railroad*
- *Cambridge – First Street Bridge*
- *Wilmington – Route 38 (Main Street) over the B&M Railroad*
- *Ipswich – Green Street over the Ipswich River*
- *Lexington – Route 2A (Marrett Road) over Interstate 95/Route 128*
- *Quincy – Stedman Street over Interstate 93, Route 1, and Route 3*

Nine bridges were added to the TIP:

- *Gloucester – Route 128 over the Annisquam River (Phase 2)*
- *Dedham – Providence Highway over Mother Brook*
- *Franklin – Demolition of Old State Route 140 over MBTA/CSX and New Pedestrian Bridge Construction*
- *Dedham – Needham Street over Great Ditch*
- *Woburn – Salem Street over MBTA*
- *Cohasset – Atlantic Avenue over Little Harbor Inlet*
- *Waltham – Woerd Avenue over the Charles River*
- *Topsfield – Rowley Bridge Road over the Ipswich River*
- *Lynn and Saugus – Route 107 over the Saugus River*

Five projects had cost increases:

- *Lexington – Route 2 over Interstate 95*
- *Bellingham – Demolition of Route 126 over CSX Railroad and Installation of Bike Path Culvert*
- *Boston – Massachusetts Avenue (Route 2A) over Commonwealth Avenue*
- *Boston – North Washington Street over the Charles River*
- *Quincy – Robertson Street over Interstate 93, Route 1, and Route 3*

Three projects had schedule adjustments:

- *Hopkinton and Westborough – Fruit Street over CSX and Sudbury River*
- *Marshfield – Beach Street over the Cut River*
- *Chelsea – Washington Avenue over the MBTA and B&M Railroad*

Discussion of Statewide Bridge Program

P. Regan and R. Reed asked for more information about the prioritization of bridge projects and the rating process. Marie Rose, MassDOT, and D. Mohler offered to have MassDOT's bridge staff give a presentation about this complicated process.

R. Canale asked if the condition of these bridges has changed. M. Rose noted that some bridges might have had repairs that allowed MassDOT to lower them on the list of priorities.

M. Chong asked how many on the list are off-system bridges (those not on the federal aid system and are generally in rural areas). S. Pfalzer replied that two of the new additions to the TIP are off-system. M. Rose noted that about half the bridges on the statewide list are off-system. D. Mohler added that a factor in reprioritizing the bridge list had to do with the availability of more funds for off-system bridges than on-system.

Christine Stickney, South Shore Coalition (Town of Braintree), inquired about the status of the *Quincy – Fore River Bridge* project. D. Mohler replied that funds for the project have already been obligated.

C. Stickney asked whether MassDOT considers evacuation routes when prioritizing the bridge list, such as in the case of the *Marshfield – Beach Street over the Cut River Bridge*, which leads from a coastal area. D. Mohler replied that MassDOT considers detour routes. He stated that he would find out whether evacuation routes are considered.

J. Errickson asked why two bridges with cost increases were moved out of the TIP. S. Pfalzer replied that they may have been moved out due to fiscal constraint.

A motion to accept the Statewide Bridge list for the draft FFYs 2014-17 TIP was made by the North Suburban Planning Council (City of Woburn) (E. Tarallo), and seconded by the Minuteman Advisory Group on Interlocal Coordination (Town of Bedford) (R. Reed). The motion carried.

Other Statewide Items

There were cost adjustments to the following *Interstate Maintenance* projects:

- *Sharon and Walpole – Interstate Maintenance and Related Work on Interstate 95*
- *Foxborough, Plainville, Wrentham – Interstate Maintenance and Related Work on Interstate 495*

- *Franklin – Interstate Maintenance and Related Work on Interstate 495*

One interstate maintenance project was added to this category: the *Randolph, Quincy, and Braintree – Resurfacing and Related Work on Interstate 93* project.

There were cost adjustments to the following projects in the National Highway System Preservation Program (NHSP) funding category:

- *Weymouth, Braintree, and Quincy – Resurfacing and Related Work on Route 3*
- *Chelsea and Revere – Resurfacing and Related Work on Route 1*

Two projects were added to the NHSP category:

- *Burlington and Chelmsford – Various Location Pavement Preservation on Route 3*
- *Lynnfield and Peabody – Resurfacing and Related Work on Route 1*

One new project has been added to the Statewide Infrastructure category: the *Needham and Wellesley – Route 128 Add-a-Lane, Contract V* project.

Two projects have been removed from the Statewide Infrastructure category:

- *Stoneham and Woburn – Lighting Upgrades on Interstate 93*
- *Boston – Highway Lighting System Replacement on Interstate 93*

One project has been moved forward (from FFY 2013 to 2014) in the Intelligent Transportation System (ITS) category: the *Burlington, Woburn, and Reading – Expansion of Fiber, CCTT, VMS and Traffic Sensor Network on Interstate 95*.

Two ITS projects have had cost adjustments:

- *Braintree, Quincy, Milton, and Boston – HOV Lane Barrier Transfer Vehicle Operator Contract and HOV Lane Two Truck Services*
- *Braintree, Quincy, Milton, and Boston – HOV Lane Operating Expenses*

A motion to accept the Statewide Items list for the draft FFYs 2014-17 TIP was made by the MetroWest Regional Collaborative (Town of Framingham) (D. Giombetti), and seconded by the North Suburban Planning Council (City of Woburn) (E. Tarallo). The motion carried.

Transportation Alternatives Program

Federal regulatory changes now have the Safe Routes to School (SRTS), Transportation Enhancements, and CMAQ projects funded under a new program, the Transportation Alternatives Program (TAP).

There are cost increases to three SRTS projects:

- *Malden – Beebe School*
- *Manchester – Memorial Elementary*
- *Westwood – Downey Elementary*

One SRTS project was moved from FFY 2014 to 2015: *Milton – Glover Elementary*.

Three new SRTS projects were added in FFY 2016:

- *Watertown – Hosmer Elementary*
- *Everett – Madelaine English*
- *Revere – Garfield Elementary and Middle School*

There are no changes to the Transportation Enhancement Program. It was noted that the *Acton, Carlisle, and Westford – Bruce Freeman Rail Trail (Phase 2A)* project has increased in cost by \$2.3 million. The cost increase will be funded out of the Statewide CMAQ category.

Four projects were added under the CMAQ category:

- *Acton and Maynard – Assabet River Rail Trail*
- *Concord – Bruce Freeman Rail Trail Construction (Phase 2C)*
- *Acton and Concord – Bruce Freeman Rail Trail Construction (Phase 2B)*
- *Holliston – Multi-use Trail Construction on a Section of the Upper Charles Rail (Phase 1)*

Discussion of Transportation Alternatives Program

M. Chong made members aware that the FHWA has consolidated several funding programs into the TAP. D. Mohler added that the MPO will have a target amount for this

funding program. S. Pfalzer reported that two good candidates for TAP funding will be the *Boston – South Bay Harbor Trail* and the *Stoneham and Winchester – Tri-Community Bikeway* project. TAP is a competitive program in which communities would apply for funding and MassDOT would determine eligibility. It does not increase the MPO's overall target dollars.

Members then discussed the factors involved in making trail projects successful in the MassDOT and MPO processes. D. Mohler spoke in regard to the need for local initiatives that get projects designed and keep them advancing, as well as MassDOT's interest in funding bicycle infrastructure projects to help achieve its mode shift goal. M. Rose added that in prioritizing trail projects MassDOT considered those that were approved by the Project Review Committee and those that were ready for construction. E. Bourassa also noted the benefits of having an earmark for a project.

D. Giombetti noted that a challenge to advancing trail projects is the large upfront investment needed to start the process. He suggested that the state could help ease the way by funding the acquisition of right-of-way for trail projects.

A motion to accept the TAP list for the draft FFYs 2014-17 TIP was made by the North Suburban Planning Council (City of Woburn) (E. Tarallo), and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

Earmarks

Several earmarks have been reprogrammed to later years due to changes in their projects' schedules:

- *Boston – Improvements along Gainsborough and St. Botolph Streets*
- *Boston – Reconstruction of Melnea Cass Boulevard*
- *Boston – Traffic Signal Improvements on Blue Hill Avenue and Warren Street*
- *Weymouth and Abington – Reconstruction and Widening on Route 18 (Main Street)*

The earmark for the *Gainsborough and St. Botolph Streets* project was moved from FFY 2013 to 2014, and the earmark will be used for construction. D. Mohler inquired about how far along in the design process the project is and whether it would be ready for construction in FFY 2014. M. Rose stated that MassDOT Highway has not yet received the 25% design plans. Tom Kadzis, City of Boston, stated that the submittal of those

plans is believed to be imminent. It is the City's understanding that the design team for New England Conservatory is proceeding with the design and incorporating the project into the institution's long-range plan.

The *Melnea Cass Boulevard* and *Blue Hill Avenue and Warren Street* projects are not yet at the 25% design stage. They have been moved from FFY 2014 to 2015. T. Kadzis reported that the 25% design plans for *Blue Hill Avenue and Warren Street* are expected to be submitted to MassDOT Highway Division in May. The City believes the project will be ready for construction in FFY 2014.

A motion to accept the earmark list for the draft FFYs 2014-17 TIP was made by the MBTA (J. Cosgrove), and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

MBTA Capital Program

The new federal transportation reauthorization, MAP-21, has provided additional funding for the following MBTA programs:

- *Stations*
- *Revenue Vehicles*
- *Bridges*
- *Tunnels*
- *Systems Upgrades*

The *Revenue Vehicles Program* includes the procurement of new Red and Orange Line vehicles. More funding for this procurement will be required in the post-TIP years (after FFY 2017).

New projects added to the MBTA Capital Program include the following:

- *Red Line Floating Slab*
- *Red Line Signals Upgrades*

Discussion of the MBTA Capital Program

P. Regan inquired about the apparent reduction of funding in the *Power Program*. S. Pfalzer explained that the MBTA recently submitted a sizable grant, which used carry-

over funds, for this program. Most of those investments were included in prior TIP elements. J. Cosgrove added that the figures on the chart show program levels rather than spending levels.

Regional Transit Authority Capital Programs

Funding levels were updated for projects of the MetroWest Regional Transit Authority (MWRTA) and the Cape Ann Transportation Authority (CATA).

Job Access and Reverse Commute (JARC) and New Freedom grants were not included in the table that was distributed. Those grants will be added after they are approved by MassDOT.

The funding for the MWRTA shows continued investment in the RTA's program for Non-fixed Route ADA Paratransit Service. There is reduced funding for equipment and facilities, but those figures may rise after the RTA receives, as anticipated, a JARC award.

Discussion of Regional Transit Authority Capital Programs

D. Mohler inquired about the proposed \$600,000 increase in FFY 2014 for the MWRTA's *ADA Paratransit Program*. S. Pfalzer replied that more money was applied to that program and was balanced by a reduction in the *Equipment and Facilities Program*.

P. Regan asked about the use of the funds for the MWRTA's *Non-fixed Route ADA Paratransit Service Program*. D. Mohler replied that the funds would be used for purchased service.

C. Stickney asked why funding for CATA's *Preventative Maintenance Program* was moved out of FFY 2013. D. Mohler explained that CATA is currently ineligible to receive federal funds due to non-compliance with Title VI. He recommended that the MPO not approve federal funds for CATA until CATA addresses the problem. CATA would not be able to access federal funds even if the MPO programmed them.

A motion to remove federal funding for CATA from the draft FFYs 2014-17 TIP until CATA complies with Title VI was made by the MBTA Advisory Board (P. Regan), and seconded by MAPC (E. Bourassa). The motion carried.

Vote on Transit Program

A motion to accept the Transit Program of the FFYs 2014-17 TIP, as amended today, was made by the MBTA Advisory Board (P. Regan), and seconded by the North Suburban Planning Council (City of Woburn) (E. Tarallo). The motion carried.

Grant Anticipation Notes and State Implementation Plan

Projects funded with Grant Anticipation Notes (GANs) and their GANs payments and projects included in the State Implementation Plan (SIP) will be listed in the TIP for informational purposes.

Updated cash flows were provided for the *Green Line Extension, Phase 1* project.

MassDOT has requested that the Department of Environmental Protection (DEP) remove the *Red Line – Blue Line Connector* project from the SIP. The project will be shown on the TIP until that request is granted. The project is currently programmed in the later years of the TIP.

Discussion of Grant Anticipation Notes and State Implementation Plan

M. Chong asked if MassDOT has been in consultation with the environmental agencies about the *Red Line – Blue Line Connector* project, and he expressed concern that the project is impacting the TIP program. D. Mohler replied that DEP is close to finalizing its SIP regulations, which will then become a draft EPA regulation. MassDOT has not been in discussion with EPA.

S. Olanoff asked about what the funds programmed for the *Red Line – Blue Line Connector* project would be used for, if not for that project. D. Mohler explained that the project must be programmed because it is a requirement under the SIP. MassDOT has no plans to spend those dollars, however, and no plans to construct the project. MassDOT is actively trying to get the project removed as a requirement from the SIP.

A motion to accept the GANs and SIP portion of the draft FFY 2014-17 TIP was made by the MBTA Advisory Board (P. Regan), and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

Vote to Release TIP

A motion to release the draft FFYs 2014-17 TIP, as amended today and pending a positive air quality conformity determination, for a 30-day public review period was made by the Inner Core Committee (City of Somerville) (T. Bent), and seconded by the MassDOT Highway Division (J. Romano). The motion carried.

10. Members Items

J. Romano announced that a public meeting on the rehabilitation of the Government Center MBTA Station will be held on May 6.

11. Adjourn

A motion to adjourn was made by the MBTA Advisory Board (P. Regan) and seconded by the North Suburban Planning Council (City of Woburn) (E. Tarallo). The motion carried.

Attendance

Members

Representatives and Alternates

At-Large City (City of Everett)	James Errickson
At-Large City (City of Newton)	David Koses
At-Large Town (Town of Arlington)	Laura Wiener
At-Large Town (Town of Lexington)	Richard Canale
City of Boston (Boston Redevelopment Authority)	Lara Mérida
City of Boston (Boston Transportation Department)	Tom Kadzis
Federal Highway Administration	Michael Chong
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler
	David Anderson
	Marie Rose
MassDOT Highway Division	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Joe Cosgrove
Massachusetts Port Authority	Lourenço Dantas
MBTA Advisory Board	Paul Regan

Members

**Representatives
and Alternates**

Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (Town of Framingham)	Dennis Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Bedford)	Richard Reed
North Shore Task Force (City of Beverly)	Tina Cassidy
North Suburban Planning Council (City of Woburn)	Mayor Scott Galvin Ed Tarallo
Regional Transportation Advisory Council	Steve Olanoff
South Shore Coalition (Town of Braintree)	Christine Stickney
South West Advisory Planning Committee (Town of Medway)	Dennis Crowley
Three Rivers Interlocal Council (Town of Norwood/NVCC)	Tom O'Rourke

Other Attendees	Affiliation
Kathy Bailey	Woburn resident
Roland Bartl	Town of Acton
Bill Boland	Town of Southborough, Board of Selectmen
Sarah Bradbury	MassDOT District 3
Pat Brown	Sudbury resident
Darlene Bruer	Woburn Alderman, Ward 5
Joe Capelo	Riverside Car Care
Mary Carpenter	
James Eldridge	State Senator
Diane Fogarty	Woburn resident
Karen Galligan	Town of Southborough, Department of Public Works
Andrew Gallinaro	National Development
Kristen Guichard	Town of Acton
Eric Halvorsen	MAPC
Robert Haverty	Business owner
Peter Heckenbleikner	Town of Reading
Margaret Hoffman	Town of Hanover

Other Attendees	Affiliation
Joseph Holmes	Friends of the Bruce Freeman Rail Trail
Geoffrey Howie	GPI
Kristina Johnson	City of Quincy
Judy LaRocca	Concord resident
Mel Kleckner	Town of Brookline
Ken Krause	Medford Green Line Neighborhood Alliance
Shazia Mallah	Ministry of Production, Government of Pakistan
Rafael Mares	Conservation Law Foundation
Lori Medeiros	Woburn resident
Stephanie Mercandetti	Town of Walpole
A. Michel	City of Boston/MAPC
Alan Moore	Friends of the Community Path
Tom Michelman	Friends of the Bruce Freeman Rail Trail
Hayes Morrison	City of Somerville
Rabia Noor	Ombudsman's Office, Province of Khyber Pakhtunkhwa, Pakistan
Joe Onorato	MassDOT Highway Division

Other Attendees	Affiliation
Robert Parsons	Woburn businessman
Leah Robins	Office of State Representative Carolyn Dykema
Lori Shattuck	VAI
Jeff Schind	Woburn resident
William E. Stafford	City of Woburn
Joel Swets	Cummings Foundation
Joseph Tarby	Winchester Hospital
Joe Viola	Town of Brookline
John Westerling	Town of Hopkinton, Department of Public Works
Tim Williams	Allen and Major Associates
Dick Williamson	Friends of the Bruce Freeman Rail Trail
Najia Zahra	Auditor General and Revenue, Government of Pakistan
George Zambouras	Town of Reading

MPO Staff/Central Transportation Planning Staff

Karl Quackenbush, Executive Director

Maureen Kelly

Robin Mannion

Anne McGahan

Elizabeth Moore

Scott Peterson

Sean Pfalzer

Michelle Scott

Pam Wolfe
