

Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

May 7, 2015 Meeting

10:00 AM – 12:40 PM, State Transportation Building, Conference Rooms 2&3, 10 Park Plaza, Boston, MA

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

Decisions

The Boston Region Metropolitan Planning Organization (MPO) agreed to the following:

- release draft Amendment Three to the federal fiscal years (FFYs) 2015-18 Transportation Improvement Program (TIP) for a 30-day public review period
- select projects for inclusion in the draft FFYs 2016-20 TIP (motions on specific projects are detailed in the body of these minutes)
- approve a draft list of projects and programs to be modelled for the draft Long-Range Transportation Plan (LRTP), *Charting Progress to 2040* (motions on specific projects are detailed in the body of these minutes)

Meeting Agenda

The MPO recessed at the meeting of April 30 and reconvened today.

1. Public Comments

Members heard comments from advocates of transportation projects who are seeking funding through the TIP or the new LRTP, *Charting Progress to 2040*.

State Senator Karen Spilka spoke in support of the *Reconstruction on Route 126 (Ashland)* project. She was joined by State Representative Tom Sannicandro; Yolanda Greaves, Town of Ashland Board of Selectmen; Anthony Schiavi, Town Manager for the Town of Ashland; and Michael Herbert, Assistant Town Manager.

Senator Spilka discussed this “complete streets” project which will add sidewalks, bicycle lanes, and ADA accommodations to Route 126, a major regional connector between Route 9 and Interstates 90 and 495 and MetroWest towns. She discussed the importance of the project for the revitalization of this area of Ashland and for economic development. She noted that Ashland has a small commercial tax base currently, but that there are developers ready to invest in the corridor if the roadway improvements

come through. She also noted that the project received high scores for safety and economic development in the MPO's project evaluation process, and that MassDOT has confirmed that the project will be ready for advertisement in FFY 2018. She asked that the MPO program the project in the FFY 2018 element of the TIP or provide assurance that the project will be funded by FFY 2020.

Representative Sannicandro also spoke about the importance of the project to Ashland. He noted that there is a heavy tax burden on Ashland residents because the town has only an 8% commercial and industrial tax base, and that this project will help alleviate that burden by attracting development to the corridor that will benefit the town and the MetroWest region. He also noted that there is a public safety issue on this heavily travelled roadway, which has no sidewalks.

State Senator Patricia Jehlen and State Representatives Denise Provost and Christine Barber spoke in support of the *Green Line Extension (to Route 16)* project and thanked the MPO for their commitment to the project. Representative Barber stated that she has heard from residents of Medford and Somerville that the project is an economic and community need. She also noted that the extension will put transit within a ten-minute walking distance for 10,000 residents. Senator Jehlen added that the project will reduce automobile trips and increase transit usage as the terminus at Route 16 will be close to highways, bus lines, and a bikeway.

State Representative William Galvin asked for the Commonwealth's continued support for the *Canton Interchange* project – the *Interchange Improvements at Interstates 93 and 95* and the *Ramp Construction on Interstate 95 (NB) and Improvements on Dedham Street/Canton Street (Canton, Norwood, Westwood)*. He stated that the new cost estimate presented to the MPO (\$51 million) is high and that the project cost is closer to the previous estimate of \$38 million. He discussed the economic benefits that the project will bring to the region as it relates to the on-going development at University Station. He noted that the first phase of University Station is built and that the Dedham Street improvements were to be completed before the second phase of the development started. He noted that the project has all necessary permits and is ready to be advertised.

State Representative John Rogers – also speaking on behalf of State Senator Michael Rush – asked for the Commonwealth's continued support for the *Canton Interchange* project as well. He noted that businesses already operating in the area are relying on these roadway improvements for economic growth. He also explained that the project would help alleviate cut through traffic that affects neighborhoods in Norwood.

Representative Rogers also expressed support for the *Reconstruction of Route 1A (Walpole)* project, noting that the project is at the 25% design stage and will be ready for advertisement in FFY 2018. He discussed the benefits of the project, including public safety improvements and the addition of bicycle and pedestrian accommodations. He noted that Route 1A provides access to a regional agricultural school and that it is the main thoroughfare used by ambulances travelling to Norwood Hospital, a regional hospital that serves over 20 communities. Remarking on the MPO's commitment to regional equity, he noted that the Three Rivers Interlocal Council subregion has not had a local project funded in the TIP in the past five years. He asked for the MPO's favorable consideration on this project.

State Representative Paul McMurtry also advocated for the *Canton Interchange* and the *Reconstruction of Route 1A (Walpole)* projects. Regarding the *Canton Interchange*, he noted that the improvements will have economic impacts for both the region and the Commonwealth.

Jim Johnson, Town Administrator for Walpole, and Cliff Snuffer and James Stanton, of the Walpole Board of Selectmen, advocated for the *Reconstruction of Route 1A (Walpole)* project. Mr. Johnson noted that the project will make improvements that will benefit Walpole and the surrounding towns. He pointed out that the Three Rivers Interlocal Council subregion has not had a local project funded in the TIP in recent years.

Mr. Snuffer discussed how Route 1A is the economic lifeline for Walpole and other nearby towns – much like the Central Artery is to Boston – and that economic growth is on hold while the project remains unconstructed. He noted that the project has been in development since 1997 and that all requirements for making the project ready have been met. The 25% design plans were completed in February 2014. He referenced a meeting in January 2014 where 100 residents attended to advocate for this project. He asked the MPO to maintain its promise to construct the project.

Mr. Stanton spoke regarding the public safety and economic benefits of the project. He noted that Route 1A is a heavily travelled thoroughfare that provides access to schools and businesses, and that it is the route ambulances travel to reach Norwood Hospital.

2. Chair's Report—David Mohler, MassDOT

There was none.

3. Committee Chairs' Reports

There was none.

4. Regional Transportation Advisory Council Report—*Mike Gowing, Chair, Advisory Council*

There was none.

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

K. Quackenbush announced that Pam Wolfe, Manager of the Certification Activities Group at CTPS, is retiring after 14 years at the agency. D. Mohler and the members expressed their appreciation for Ms. Wolfe's service.

6. FFYs 2015-18 Transportation Improvement Program Amendment Three—*Sean Pfalzer, MPO Staff*

S. Pfalzer presented draft Amendment Three to the FFYs 2015-18 TIP. This amendment incorporates grants awarded through MassDOT's Community Transit Grant Program for FFY 2015. These grants include more than \$3 million in Section 5310 funds and more than \$1 million in Section 5339 funds for projects and programs that serve seniors and people with disabilities.

The grants will fund bus and vehicle replacements, bus stop accessibility improvements, planning work, transportation counseling services, and a joint dispatch center. Recipients of the awards are the MBTA, Cape Ann Transportation Authority (CATA), MetroWest Regional Transit Authority, Greater Lynn Senior Services, HealthCare Options, Mystic Valley Elder Services, Kennedy Donovan Center, Brookline Multi Service Senior Center Corporation, Friends of the Acton Council on Aging, and the Danvers Council on Aging.

The amendment also addresses cost adjustments to several Section 5307-funded projects in the Cape Ann Transportation Authority's capital program for bus replacements, preventative maintenance, and equipment acquisition.

A motion to release draft Amendment Three to the FFYs 2015-18 TIP for a 30-day public review period was made by the MassDOT Highway Division (John Romano), and seconded by the Metropolitan Area Planning Council (MAPC) (Eric Bourassa). The motion carried.

7. FFYs 2016-20 Transportation Improvement Program—*Sean Pfalzer, MPO Staff*

Members resumed the discussion of project programming for the FFYs 2016-20 TIP that began at the April 30 meeting. At that meeting, members announced proposed motions that they expected to make at today's meeting.

For today's meeting, S. Pfalzer introduced a staff recommendation for programming the TIP that reflects the proposed motions. TIP tables were distributed to members along with a list of candidate TIP projects that might be affected by motions taken today. The list provided cost estimates and design status for the projects.

The proposed motions were discussed and acted upon today.

Motion #1

A motion to program the \$3.03 million *Traffic Signal Improvements at 10 Intersections (Boston)* project in the FFY 2016 element of the FFYs 2016-20 TIP was made by the City of Boston (Jim Gillooly), and seconded by MAPC (E. Bourassa). This project would be accommodated by reducing the cash flows for the *Route 128 Add-a-Lane (Needham and Wellesley)* project by \$3.03 million in FFY 2016 and increasing the cash flows by the same amount in FFY 2017, and then removing the *Intersection Improvements at Derby Street (Hingham) (ID# 600518)* project from FFY 2017.

During a discussion of this motion, MassDOT confirmed that the Boston project could be made ready in FFY 2016.

J. Gillooly noted that the Boston project affects environmental justice communities in the Boston neighborhoods of Roxbury, Mattapan, East Boston, Dorchester, and the South End. Several of the proposed signal upgrades will allow for traffic signals to be operated from the city's traffic operations center.

E. Bourassa pointed out that there are two projects on Derby Street in Hingham that are being considered for the TIP. The one being proposed for removal here received a lower evaluation rating in the MPO's evaluation process. The one remaining in the TIP (ID #607309) is the town's priority for funding.

Christine Stickney, South Shore Coalition (Town of Braintree), asked if the Hingham project could be preserved in the TIP by reducing the number of intersections addressed in the Boston project. J. Gillooly explained, however, that the number of intersections has already been reduced. Originally, the project was to address 17 intersections. Some of the improvements are being undertaken by developers and as part of the *Allston Interstate 90 Interchange Improvement Project*.

Members voted on the motion to program the *Traffic Signal Improvements at 10 Intersections (Boston)* project. The motion carried. The South Shore Coalition (Town of Braintree) (C. Stickney) and the South West Advisory Planning Committee (Town of Medway) (Dennis Crowley) voted no.

Motion #2

A motion to program the \$4.8 million *Gateway East (Brookline)* project in the FFY 2017 element of the FFYs 2016-20 TIP was made by the City of Boston (J. Gillooly), and seconded by the Inner Core Committee (City of Somerville) (Mayor Joseph Curtatone). This motion would affect the cash flows of the *Route 128 Add-a-Lane (Needham and Wellesley)* project by reducing cash flows by \$4.77 million in FFY 2017 and increasing the cash flows in FFY 2016 by \$370,000 and in FFY 2018 by \$4.4 million. It would also remove funding, in the amount of \$375,000, for the Clean Air and Mobility Program.

During a discussion of this motion, Ken Miller, Federal Highway Administration (FHWA) and Lourenço Dantas, Massachusetts Port Authority, raised questions regarding the change in cash flows of the *Route 128 Add-a-Lane* project. D. Anderson explained that the changes can be incorporated as long as funds are obligated prior to expenditures on that project. There does not need to be a direct correlation between cash flows per year and how funds are obligated per year.

Richard Canale, At-Large Town of Lexington, inquired about the removal of the Clean Air and Mobility Program. Through this program, the MPO invited municipalities to apply for funding for projects designed to reduce vehicle emissions. S. Pfalzer explained that through previous MPO actions, the funding for the program was reduced in favor of programming projects ready for construction. The amount remaining (\$375,000) was insufficient for staff to conduct a solicitation to communities to identify Clean Air and Mobility projects.

Members voted on the motion to program the *Gateway East (Brookline)* project. The motion carried.

Motion #3

A motion to program the *Reconstruction of Highland Avenue and Needham Street (Newton/Needham)* project in the FFY 2018 element of the FFYs 2016-20 TIP, and to move the *Reconstruction of Route 1A (Walpole)* project out of FFY 2018, was made by the At-Large City of Newton (D. Koses), and seconded by the North Suburban Planning Council (City of Woburn) (Tina Cassidy).

During a discussion of this motion, D. Koses discussed the reasons why the Newton/Needham project deserves the MPO's support. He noted the high overall score (104 points) that the project received in the MPO's evaluation process and the high scores it received for each individual evaluation criterion (i.e. safety, economic development, air quality, etc.). He also remarked on the excellent coordination between

Newton and Needham on this project and pointed out that the cost estimate for the project has been reduced.

Tom O'Rourke, Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce), expressed opposition to replacing the Walpole project with the Newton/Needham project. He reminded members that the MPO previously decided to program the Newton/Needham project in the FFYs 2021-25 time band of the LRTP, and he stated that the Newton/Needham project, despite its merits, should not be moved forward at the expense of the Walpole project. Noting that the Walpole project has been planned for 15 years, he called for members to maintain their previous commitment to this project and consider geographic equity. He noted that the Three Rivers Interlocal Council subregion has not received TIP funding for a local project in five years. He provided a handout that showed the amount of funding in the current TIP for the Inner Core and MetroWest subregions in comparison to the lack of funding for the Three Rivers Interlocal Council subregion.

Dennis Giombetti, MetroWest Regional Collaborative (Town of Framingham), asked the members to consider the *Reconstruction of Route 126 (Ashland)* project for programming on the TIP. Speaking of the merits of the project, he noted that Route 126 is a hazardous road and that safety considerations are important criteria for the MPO. He also noted that there is strong interest in developing the Route 126 corridor, and that development will have benefits for Ashland and the region. Further, he pointed out that the project is geared towards the TIP, i.e. it is a smaller project than those that are programmed on the LRTP, which are projects that cost more than \$20 million or that add capacity to the system. He also noted the project's high score and its ability to be ready for advertisement in FFY 2018.

Mayor Joseph Curtatone, Inner Core Subcommittee (City of Somerville), referenced the integrity of the MPO's process and the project rating system, and noted that if projects get moved in this voting process, that the MPO should find a way to keep previously programmed projects on the TIP.

T. O'Rourke noted that, if the motion under consideration fails, the Newton/Needham project will remain on the LRTP, programmed in future years. He again called on members to consider geographic equity and keep the Walpole project on the TIP.

Members then voted on the motion to program the *Reconstruction of Highland Avenue and Needham Street (Newton/Needham)* project and remove the *Reconstruction of Route 1A (Walpole)* project. The motion carried. The following voted no: Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce)

(T. O'Rourke); MetroWest Regional Collaborative (Town of Framingham) (D. Giombetti); and North Shore Task Force (City of Beverly) (Aaron Clausen).

Motion #4

A motion to program \$20 million of the *Reconstruction of Rutherford Avenue (Boston)* project in the FFY 2020 element of the FFYs 2016-20 TIP and the LRTP, and program the remainder of the project cost in the FFYs 2021-25 time band of the LRTP, was made by the City of Boston (J. Gillooly), and seconded by the At-Large Town of Lexington (Richard Canale).

During a discussion of this motion, J. Gillooly noted that since the construction of the Central Artery/Tunnel, the Rutherford Avenue/Sullivan Square area has been studied to determine ways to make the roadway system more accessible for bicyclists, pedestrians, and transit users, as well as to enhance connectivity of the bicycle network and promote economic development. He noted that funding for the *Rutherford Avenue* project was programmed in the FFYs 2016-20 element of the currently active LRTP, *Paths to a Sustainable Region*. The city is proposing to start the project in 2020.

In response to a question from Michael Chong, Federal Highway Administration (FHWA), D. Mohler confirmed that the MPO intends to prepare a five-year TIP. The first four years will be reported to FHWA in the State Transportation Improvement Program (STIP), while projects in the fifth year will be considered illustrative by the MPO. MassDOT will work to make projects programmed in the fifth year ready for advertisement in that year.

K. Miller inquired as to whether MassDOT would consider giving other MPOs in the Commonwealth the opportunity to prepare a five-year TIP. D. Mohler replied yes, that MassDOT expects to discuss this possibility with the other MPOs in the future, and that it would make sense for the TIP timeframe to be the same as the five-year timeframe of MassDOT's Capital Investment Plan (CIP).

D. Giombetti suggested a compromise to allow for the preservation of several projects. He proposed keeping the *Rutherford Avenue* project programmed in its current position and programming the Ashland and Walpole projects in the FFY 2020 element. D. Mohler added that the Hingham project that was removed from the TIP as a result of a prior motion should also be considered in this discussion.

Members then discussed options considering the costs of the various projects and available funding in the annual elements.

While expressing support for programming the *Rutherford Avenue* project in FFY 2020, R. Canale suggested that the \$20 million figure be reduced so that the Ashland and Walpole projects could be accommodated in that year.

Following a discussion about various programming options, J. Gillooly withdrew his motion.

Motion #5

Members turned their attention to the *Reconstruction of Bridge Street (Salem)* project. E. Bourassa asked for an explanation for the increase in cost of this project. David Knowlton, Engineer for the City of Salem, explained that the cost increase is due to a 1992 agreement between FHWA and historical commissions that required a 30-foot buffer zone between the new roadway and Salem's historic district. This requirement would push the roadway closer to the MBTA rail facility and bridge abutments. He noted that the city believes that the agreement needs to be revisited and possibly revised. The removal of the buffer zone requirement would reduce the project cost significantly. He asked that the MPO keep the project programmed in FFY 2020.

A motion to program \$16.6 million of the *Reconstruction of Bridge Street (Salem)* project in the FFY 2020 element of the FFYs 2016-20 TIP and LRTP, and the remainder of \$30 million in the FFYs 2021-25 time band of the LRTP, was made by the North Shore Task Force (A. Clausen), and seconded by the Regional Transportation Advisory Council (Mike Gowing).

During a discussion of this motion, A. Clausen asked members to maintain their commitment to the project and noted the economic importance of the project.

Paul Regan, MBTA Advisory Board, asked whether there would be room to program the \$30 million for the Salem project in the FFY 2021 element of the LRTP. A. McGahan replied yes, but noted that the amount of funds available for programs (operation and management projects) would then be reduced in that year.

E. Bourassa noted that if this motion passes, the Walpole and Ashland projects could not then be programmed in FFY 2020.

Members then voted on the motion to program the *Reconstruction of Bridge Street (Salem)* project. The motion failed. Voting in support of the motion were the North Shore Task Force (A. Clausen) and the Regional Transportation Advisory Council (M. Gowing). All others voted no.

Motions #6 and #7

A motion to program the \$3 million *Intersection Improvements at Derby Street (Hingham)* (ID# 600518) project in FFY 2018 element of the FFYs 2016-20 TIP was made by the South Shore Coalition (Town of Braintree) (C. Stickney). The motion was subsequently withdrawn because the action would not adhere to fiscal constraint; the cost estimate inflated to the programming year would have over-programmed that element by \$60,000.

K. Miller then noted that FHWA would approve of the action as the programmed figure would be close to the MPO's target for programming in that year. The motion was then restated, as follows:

A motion to program the \$3 million *Intersection Improvements at Derby Street (Hingham)* (ID# 600518) project in FFY 2018 element of the FFYs 2016-20 TIP was made by the South Shore Coalition (Town of Braintree) (C. Stickney), and seconded by MAPC (E. Bourassa). The motion carried.

Motion #8

A motion to program the \$15.5 million *Reconstruction on Route 126 (Ashland)* project, the \$18.5 million *Reconstruction of Route 1A (Walpole)* project, and \$7 million of the *Reconstruction of Rutherford Avenue (Boston)* project in the FFY 2020 element of the FFYs 2016-20 TIP, with the remainder of the *Rutherford Avenue* project cost programmed in the FFYs 2021-25 time band of the LRTP, was made by the City of Boston (J. Gillooly), and seconded by the At-Large Town of Lexington (R. Canale). The motion carried.

Motions #9 and #10

T. O'Rourke expressed the objective of the communities in the Three Rivers Interlocal Council subregion to keep the *Canton Interchange* project, particularly the *Ramp Construction on Interstate 95 (NB) and Improvements on Dedham Street/Canton Street (Canton, Norwood, Westwood)* portion, on track for construction by FFY 2016. He expressed the communities' request that the Commonwealth fulfill its previous commitment to fund the project with state monies. He then made the following motion:

A motion was made by the Three Rivers Interlocal Council (T. O'Rourke) calling for the MPO to express its support for the *Canton Interchange* project and to recognize its importance for providing a needed level of transportation service and for promoting much needed economic development in the region and the Commonwealth. Further, the MPO should direct the MPO Chair to send a letter to the Governor informing him of this action today and urging him to reinstate state funding for the *Canton Interchange* project

so that the project can go forward in whole or in part, particularly the Dedham Street corridor improvements, and so that it remains programmed in the FFY 2015 element of the TIP or in the FFY 2016 element, with the interchange portion of the project going forward in the following year. The motion failed for lack of a second.

A motion to have the MPO go on the record as supporting the *Canton Interchange* project (without sending a letter to the Governor) was made by the Three Rivers Interlocal Council (T. O'Rourke), and seconded by the City of Boston (J. Gillooly). The motion carried.

During the discussion of this motion, D. Mohler noted that the decision by the Commonwealth not to fund the *Canton Interchange* project does not reflect upon the project's merits, rather the decision was made based on the Commonwealth's fiscal constraints. He noted that the CIP is still under development and that as of today, the Commonwealth believes it cannot pay for the project.

At the conclusion of the voting, staff was directed to post all of today's motions on the MPO's website.

8. Long-Range Transportation Plan—Anne McGahan, MPO Staff

As members turned their attention to the new LRTP, *Charting Progress to 2040*, staff distributed project tables showing proposed project programming for the LRTP for the years FFYs 2016-40. The tables incorporated changes to project programming resulting from the votes taken today on the FFYs 2016-20 TIP.

Members then took votes regarding LRTP projects.

Motion #11

A motion to program \$52 million for the *Reconstruction of Bridge Street (Salem)* project in the FFYs 2021-25 time band of the LRTP (cost inflated to the years of programming) was made by the North Shore Task Force (A. Clausen), and seconded by the City of Boston (J. Gillooly).

During a discussion of the motion, L. Dantas asked about how this action would change the percentage of funds allocated to the program funding categories in the FFYs 2021-25 time band. A. McGahan replied that there would be 55% of funds allocated for major infrastructure projects. The intent was to keep that figure at 50%.

E. Bourassa expressed concern about this motion because the Salem project did not score well in the MPO's project evaluation process compared to other projects, and because of its increase in cost (from \$15 million to \$40 million) plus the inflation rate for

the FFYs 2021-25 time band (project costs are inflated 4% a year). He expressed concern about the implications of taking this action today as it could lock the MPO into a decision before fully considered.

A. Clausen noted that the project is the third and final phase of a project that has been underway for some time. He noted that there is an opportunity to reduce the project cost by reexamining the agreement referenced earlier by D. Knowlton. There is also a possibility of introducing “complete streets” elements to the project, which addresses a roadway near the MBTA’s Salem Station.

Staff was asked to provide more information about the project’s score in the evaluation process. Staff reported that it scored 9 overall, which is lower than other projects selected for the LRTP. The project scored lower than others in the categories of safety, system preservation, capacity management, and economic vitality.

D. Mohler asked for more information about the capacity management score considering that the project area is close to a major transit station. Staff noted that the evaluation considered how well the project addresses MPO-identified bottleneck locations, and considered the frequency of bus service in the corridor.

Members then voted on the motion to program the *Reconstruction of Bridge Street (Salem)* project. The motion failed. Voting in support of the motion were the North Shore Task Force (A. Clausen) and the Regional Transportation Advisory Council (M. Gowing). All others voted no.

Motion #12

A motion to have programming decisions regarding the TIP and LRTP made today reflected in the LRTP Draft List of Projects and Programs for modelling purposes was made by the At-Large City of Newton (D. Koses), and seconded by MAPC (E. Bourassa). The motion carried.

Motion #13

A motion to remove all projects from the last two time bands – FFYs 2031-40 – of the LRTP Draft List of Projects and Programs was made by the MassDOT Highway Division (J. Romano), and seconded by MAPC (E. Bourassa). This action would remove two projects from the LRTP: the *Interstate 93/Route 3 Interchange (a.k.a. the Braintree Split)* and the *Improvements and Upgrades to the Concord Rotary (Routes 2, 2A, and 119) (Concord)*.

During a discussion of this motion, C. Stickney stated that the Braintree Split is a major concern for the communities on the South Shore. She asked for confirmation that, if the

motion passes, the *Braintree Split* project will remain identified as a transportation need in the written narrative of the LRTP and that the project will be included in the LRTP Universe of Projects. D. Mohler gave confirmation and explained that MassDOT's motion is not a reflection on the merits of the two projects, rather this action will allow MassDOT flexibility in its the planning process for these and other undefined projects.

M. Gowing asked if MassDOT intends to re-evaluate these projects next year and move them back into the LRTP. D. Mohler replied that MassDOT cannot commit to a specific timeline for these projects now, but that they will be discussed as MassDOT develops its Program for Mass Transportation (PMT) and Capital Investment Plan (CIP).

Paul Regan, MBTA Advisory Board, inquired as to when the CIP would be completed. D. Mohler replied that MassDOT expects to present the draft document to the MassDOT Board of Directors in June.

M. Gowing asked if the proposal to add toll lanes on Route 3 South (the *Route 3 South Express Toll Lanes* project) would have an impact on the *Braintree Split* project. D. Mohler noted that MassDOT has not made a motion to add the toll lane project to the LRTP, though MassDOT has not abandoned the project idea. He expressed the need to coordinate improvements on Route 3 so that addressing a traffic problem at one location does not create a problem elsewhere on the highway. The toll lane project is conceived as a public/private partnership. If the proposal goes forward, MassDOT would inform the MPO.

L. Dantas inquired as to when MassDOT expects to release the PMT. D. Mohler replied that work on the PMT will likely begin in June. MassDOT will make a presentation to the MPO about this plan.

K. Miller noted that it is the intent of federal regulations regarding metropolitan planning for MPOs to give the public a sense of what projects the MPOs are prioritizing. He suggested that it would be better for the MPO to include projects in the outer time bands of the TIP, and he noted that, if priorities change, the MPO could amend the LRTP.

Roy Sorenson, Minuteman Advisory Group on Interlocal Coordination (Town of Bedford), asked that, if this motion passes, the *Concord Rotary* project remain in the LRTP Universe of Projects.

Members then voted on the motion to remove all projects from the last two time bands, FFYs 2031-40, of the LRTP Draft List of Projects and Programs. The motion carried.

Discussion on Modeling and Scenario Planning

Following these actions, the MPO gave staff approval to begin modeling the selected projects and programs for the LRTP and approval on the breakdown of funding allocated for investment programs in each five-year time band. The modeling work will include an analysis of the air quality and greenhouse gas impacts of the group of projects, as well as an environmental justice analysis.

L. Dantas and P. Regan inquired about the transit projects that would be included the modeling of the selected highway projects. A. McGahan replied that transit projects in the State Implementation Plan, transit projects under construction now, and the entire *Green Line Extension* project (including the section from College Avenue to Route 16, which is to be funded by the MPO) will be included in the modeling. D. Mohler added that the new highway connections planned in the *Allston Interstate 90 Interchange Improvement Project*, the new commuter rail station planned for Allston, and diesel multiple unit (DMU) service are not in the LRTP at this time. If, during the development of the CIP, funding is identified for these projects, MassDOT will inform the MPO.

L. Dantas raised the idea that there may be an opportunity now to develop other scenarios for modeling that could show the impact of some of these other transit projects and inform decision-making for the CIP development. K. Quackenbush noted that staff developed a suite of models – travel demand, land use, and economic development models – during the development of the LRTP with the intention of using them going forward to inform the MPO of the costs and benefits of various strategies.

L. Dantas inquired about the implications of delaying the LRTP approval to allow for scenario testing. Federal regulations require the MPO to have an approved LRTP by October 1 (the start of the new federal fiscal year). Without an approved LRTP, the TIP (and STIP) would be considered non-conforming under federal regulations.

D. Mohler explained that without an approved LRTP at the start of the fiscal year, MassDOT would not be able to advertise projects programmed in the FFY 2016 element of the LRTP and the advertisement of TIP projects may also be delayed. K. Miller suggested that, in that event, MassDOT may have the ability to advertise projects programmed in the FFY 2016 element of the current FFYs 2015-18 TIP (and STIP). L. Dantas suggested determining if there are projects that would be advertised in the first quarter of FFY 2016 that would be affected by a lapse in the LRTP. M. Chong, however, advised against this strategy considering the review time that several federal agencies would require for approving the MPO plans.

Schedule

Following this discussion, A. McGahan gave an update on the schedule for the LRTP development. By June 4, the MPO will have the modeling results and the LRTP chapters for review. The MPO will vote on June 11 to release for public review the three certification activities documents – the LRTP, the FFYs 2016-20 TIP, and the FFY 2016 Unified Planning Work Program. The public review period will run from June 22 to July 21 and the MPO will endorse the documents on July 30, 2015.

9. Project Selection Advisory Committee Update

This item was deferred to a future meeting.

10. Members Items

There were none.

11. Adjourn

A motion to adjourn was made by the North Suburban Planning Council (City of Woburn) (T.Cassidy), and seconded by the Regional Transportation Advisory Council (M. Gowing). The motion carried.

Attendance

Members

Representatives and Alternates

At-Large City (City of Everett)	Jay Monty
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)	Jim Gillooly
	Tom Kadzis
Federal Highway Administration	Michael Chong
	Ken Miller
Inner Core Committee (City of Somerville)	Mayor Joseph Curtatone
Massachusetts Department of Transportation	David Mohler
	David Anderson
MassDOT Highway Division	John Romano
Massachusetts Port Authority	Lourenço Dantas
MBTA	Janice Ramsay
MBTA Advisory Board	Paul Regan
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (Town of Framingham)	Dennis Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Bedford)	Roy Sorenson
North Shore Task Force (City of Beverly)	Aaron Clausen
North Suburban Planning Council (City of Woburn)	Tina Cassidy
Regional Transportation Advisory Council	Mike Gowing
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/Neponset Valley Chamber of Commerce)	Tom O'Rourke Steve Olanoff

Other Attendees	Affiliation
Sreelatha Allam	MassDOT Office of Transportation Planning
Price Armstrong	MassDOT
Christine Barber	State Representative
Sarah Bradbury	MassDOT District 3
Jamie Errickson	Town of Natick
Shawn Finn	IBEW Local103
William Friel	Town of Canton
William Galvin	State Representative
Yolanda Greaves	Town of Ashland, Board of Selectmen
Michael Herbert	Town of Ashland
David Hock	Office of State Senator Karen Spilka
Patricia Jehlen	State Senator
Jim Johnson	Town of Walpole
Todd M. Kirrane	Town of Brookline
David Knowlton	City of Salem
Ken Krause	Medford Green Line Neighborhood Alliance
David Linhart	Town of Westwood
Rafael Mares	Conservation Law Foundation
Owen MacDonald	Town of Weymouth
Diane Madden	MassDOT
Joseph Manning	IBEW Local103
David Manugion	Town of Ashland, Department of Public Works
Jeremy Marsette	Town of Natick
Paul McMurtry	State Representative
Richard P. Merson	Town of Needham, Department of Public Works
Denise Provost	State Representative
Constance Raphael	MassDOT
Rich Reine	Town of Concord
Joe Reynolds	Town of Braintree
John H. Rogers	State Representative
Tom Sannicandro	State Representative
Anthony Schiavi	Town of Ashland
Cliff Snuffer	Town of Walpole
Karen Spilka	State Senator
Ellen Spring	Office of State Representative Denise Garlick

Other Attendees	Affiliation
James Stanton	Town of Walpole
Claire Teylouni	Office of State Representative Christine Barber
John Twohy	Town of Westwood
Joe Viola	Town of Brookline
James Warren	Office of State Senator Brian Joyce
Wig Zamore	Somerville Transportation Equity Partnership / Mystic View Task Force

MPO Staff/Central Transportation Planning Staff

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Robin Mannion, Deputy Executive Director

Maureen Kelly
Anne McGahan
Elizabeth Moore
Scott Peterson
Sean Pfalzer
Michelle Scott
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