



CITY OF SOMERVILLE, MASSACHUSETTS
JOSEPH A. CURTATONE
MAYOR

April 10, 2009

David Mohler, Chair
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Assembly Square Drive, Somerville, MA

Dear Mr. Mohler:

I am writing to request that the new Assembly Square Drive in Somerville be given the Federal Functional Classification of "collector road" and that certain other key streets (New Road, Foley Street, G Street, IKEA Way, and Lombardi Street) connecting Assembly Square Drive to federal highway system routes and a planned MBTA Orange Line station be classified as "STP eligible".

As you are aware, substantial redevelopment of the Assembly Square District is planned. In terms of transportation related improvements, this redevelopment includes the construction of a new MBTA Orange Line Station, the construction of a new Assembly Square Drive, improvements to Foley Street and New Road, and additional transportation improvements along Route 28, Mystic Avenue, and at Interstate 93/Lombardi Street (for technical details see Attachment I – Proposed Roadway Improvements). The "Assembly on the Mystic" project will add an estimated 5+ million square feet of mixed-use development to the district at full build out including a 340,000 s.f. IKEA furniture store, 667,000 s.f. of additional retail, 2,100 housing units, and 1.78 million s.f. of new office development. Over 22,000 construction jobs are anticipated over the lifetime of the project and at build out, nearly 19,000 permanent jobs will be located on site.

The backbone of the project is a partially new and partially reconstructed 1.2+ mile roadway (Assembly Square Drive) that will serve as the primary north/south thoroughfare within the Assembly Square District, connecting Interstate 93 and Mystic Avenue to Route 28/McGrath O'Brien Highway. The new Assembly Square Drive right of way will be dedicated to the City and has been designed to serve multiple users – passenger vehicles, pedestrians, bicyclists, and buses – in a well-maintained, safe, and efficient manner.

All told, the reconstructed and extended Assembly Square Drive, the improvement and extension of New Road, the improvement and extension of Foley Street and the construction of a portion of the planned G Street together will create a new and efficient looped roadway with multi-modal connections between existing federal highway system roadways and the planned new MBTA Orange



Line station. The right of way for these roadway extensions will be dedicated to the City as public roadways.

The following points highlight why the new Assembly Square Drive should be classified as a "collector road", and Foley Street, New Road /IKEA Way, and portion of the planned G Street should be classified as "STP eligible".

- New Assembly Square Drive will collect traffic from the regional highway system (particularly Interstate 93, Route 28, Mystic Avenue, and Middlesex Avenue) and distribute it to the internal street system serving the redevelopment project. The roadway is projected to collect between 16,000 and 18,000 vehicles per day. Route 28 and Mystic Avenue are already part of the National Highway System (NHS) and Middlesex Avenue is listed as "Surface Transportation Program (STP) eligible" (see Attachment II – Assembly Square Roadway Map).
- Two MBTA bus routes will use Assembly Square Drive: Route 90 connecting Davis Square, Sullivan Square and Wellington Circle; and Route 92 running from Assembly Square to downtown Boston. The Urban Ring vehicles can also be accommodated, similar to other MBTA buses along the roadway. The locally preferred alternative route for the Urban Ring would traverse the road network at New Road and Foley Street.
- New Road, an existing road connecting Mystic Avenue and Assembly Square Drive will be improved and extended providing a safe and efficient loop connection from Mystic Avenue to the planned new MBTA Orange Line station via the new G Street. (The new extension of New Road is called IKEA Way for planning purposes.) The loop will be completed by improvements to and extension of the existing Foley Street, which today connects Middlesex Avenue and Assembly Square Drive. New Road and IKEA Way are all designed to include bicycle lanes, pedestrian sidewalks, and vehicular lanes which will also enable direct bus connections to the Orange Line station. G Street includes pedestrian sidewalks, an adjacent shared use path and vehicular lanes. Foley Street includes sidewalks and vehicular lanes.

Existing Assembly Square Drive, New Road and Foley Street are not on the Federal-aid highway system at the present time. However, since the improvements will effectively create a *new* roadway system, these roads should be classified based on their post-construction characteristics. Once built, Assembly Square Drive will meet the criteria for a "collector road" and the roadway system described in this letter will meet the criteria necessary to be STP eligible.

Today, Assembly Square Drive between Lombardi Street and Foley Street is city-owned and maintained, as is Foley Street and New Road. The extension of Assembly Square Drive, as well as IKEA Way, G Street, etc. will be on land owned by Federal Realty Investment Trust (FRIT); FRIT and the City have a written agreement which provides that all roadways within FRIT's "Assembly on the Mystic" project will be dedicated to the City upon completion of construction.

Existing Lombardi Street, which connects Broadway and Mystic Avenue and crosses under Route I-93 does not appear to be included on the Federal-aid highway system according to EOT's Road Inventory Map. However, Lombardi Street is a critical component of the interchange and facilitates



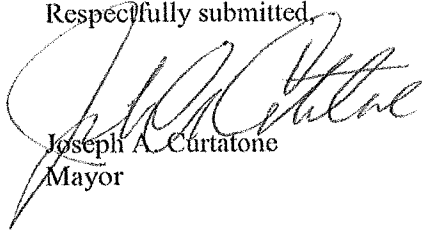
D. Mohler, MPO
April 10, 2009
Page 3

access from Route I-93 and East Somerville to the Assembly Square district. We believe Lombardi Street should also be classified a collector and/or STP-eligible.

The new Assembly Square Drive and the New Road/G Street/ Foley Street loop have been designed by Vanasse Hangen Brustlin, Inc (VHB). VHB is presently formatting the design to meet the requirements set forth by the Massachusetts Highway Department. The City of Somerville has provided the necessary and applicable local permits. Construction of Assembly Square Drive alone will create an estimated 173 new construction jobs in the immediate short term. The Foley Street extension and G Street will be constructed as part of future phases of Assembly on the Mystic.

“Assembly on the Mystic” is one of the largest proposed developments on the East Coast. I know of no other current project in the Commonwealth that could contribute more to the Commonwealth’s economic well-being than this development. I encourage you to support my request that these roadways be classified so as to allow the project to qualify for federal funding.

Respectfully submitted



Joseph A. Curtatone
Mayor



ATTACHMENT 1
Proposed Roadway Improvements - Technical Details

Assembly Square Drive and Associated Roadways

City of Somerville

Assembly Square Drive has been configured with a general three-lane cross-section (single through-lanes in each direction with left-turn lanes at key intersections) with bicycle lanes and on-street parallel parking provided on portions of the roadway. However, the roadway has been designed so that the on-street parking can be eliminated and a five-lane cross section provided (two through-lanes in each direction with left-turn lanes at key intersections). Additional turning lanes, traffic signals and other features have been provided at key locations along the roadway to help maintain the proper flow of traffic along Assembly Square Drive. Medians are also provided on the northerly and southerly ends of Assembly Square Drive to help minimize disruption of traffic flow along this roadway.

New Road, Foley Street and G Street have been designed with a two-lane cross section (single through-lanes in each direction with additional turn lanes at key intersections). Foley Street and New Road include bicycle lanes in both directions, while G Street includes a shared used path connecting the entrance to Draw Seven Park to the proposed MBTA Orange Line station; and from the station to bicycle lanes and a shared used path behind the IKEA store that provides a secondary route from Mystic Avenue to the station.

Improvements to Intersections at Route 28

Department of Conservation and Recreation

At the northerly end of Assembly Square Drive, Route 28's existing signalized intersections with Middlesex Avenue and Assembly Square Drive will receive new signal equipment at both locations and improved pedestrian accommodations to enable nearby residents to walk to and from Assembly Square across Route 28. Egress from the Assembly Square District will also be improved by allowing exiting left turns to occur from Assembly Square Drive. These measures are intended to help accommodate the future anticipated traffic demands along Route 28 (projected at almost 85,000 vehicles per day in 2018) as a result of regional growth combined with the new site-generated traffic associated with the Assembly Square Redevelopment project. In addition to these two locations, safety-related improvements are also planned at the intersection of Route 28 Southbound/Mystic Avenue northbound. This intersection is part of an interchange that regularly appears on the state's list of the top-10 high-frequency accident locations, and has a significantly higher accident experience than other signalized intersections in the Commonwealth. The proposed work is intended to improve the signal visibility, which may be currently contributing to the accident experience at this location.

Improvements to I-93/Mystic Avenue/Lombardi Street interchange and Kensington Ave.

MassHighway/City of Somerville

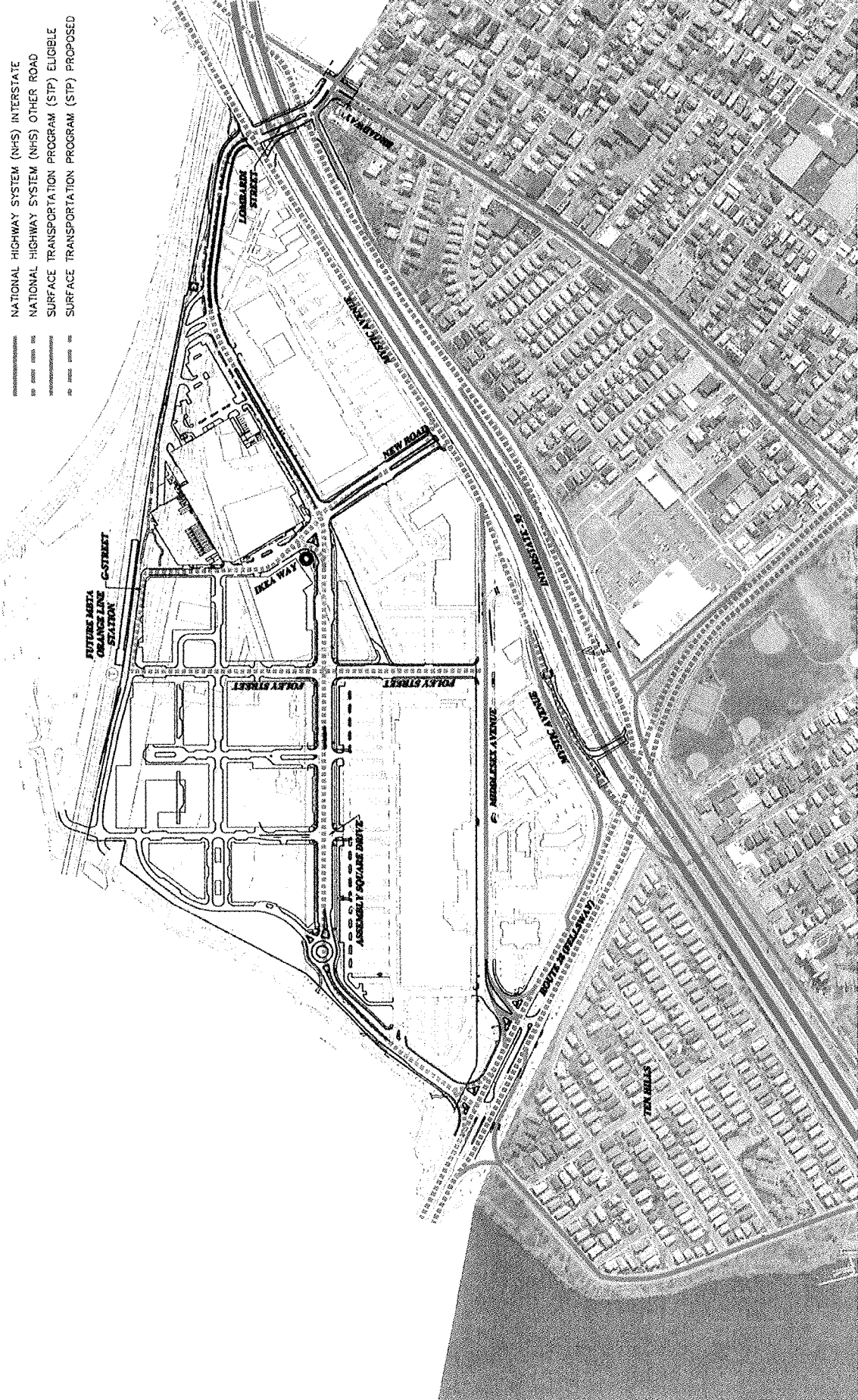
The southerly end of Assembly Square Drive will connect to the Route I-93/Mystic Avenue/Lombardi Street interchange. The improvements at this location will reconfigure the interchange and include four interconnected traffic signals. As with Assembly Square Drive, this location has been designed to accommodate passenger vehicles, buses, bicyclists and pedestrians. This interchange is a critical component of the Assembly Square access plan because it transitions vehicular traffic from the regional highway system to Assembly Square and other points of interest.

In addition to the improvements at the Lombardi Street interchange, other enhancements will be implemented to provide significantly improved pedestrian and bicycle connections between Broadway and Assembly Square. Improvements are also proposed along Kensington Avenue, including the restriping of existing crosswalks across the three main Mystic Avenue surface road crossing segments. New signs will be posted in advance of the crossings to help increase awareness of these locations. Two flashing yellow beacons will be installed on both sides of the road at each of the three crossings. The beacons will only start to flash when pedestrians are detected via the microwave sensors that are part of a passive actuation system. These improvements will help improve visibility for pedestrians beyond the crossing areas along Mystic Avenue.

Assembly Square Planned Unit Development Somerville, Massachusetts

Assembly Square Drive and Off-Site Improvements

- NATIONAL HIGHWAY SYSTEM (NHS) INTERSTATE
- NATIONAL HIGHWAY SYSTEM (NHS) OTHER ROAD
- SURFACE TRANSPORTATION PROGRAM (STP) ELIGIBLE
- SURFACE TRANSPORTATION PROGRAM (STP) PROPOSED



MHS Vanasse Hangen Brustlin, Inc.

Prepared for: City of Somerville
Date: 08/15/08



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Secretary of Transportation
and MPO Chairman

Arnold J. Soolman
Director, MPO Staff

The Boston Region MPO,
the federally designated
entity responsible for
transportation decision-
making for the 101 cities
and towns in the MPO
region, is composed of
the following:

Executive Office of Transportation
and Public Works

City of Boston

City of Newton

City of Salem

City of Somerville

Town of Bedford

Town of Framingham

Town of Hopkinton

Metropolitan Area Planning Council

Massachusetts Bay Transportation
Authority Advisory Board

Massachusetts Bay Transportation
Authority

Massachusetts Highway Department

Massachusetts Port Authority

Massachusetts Turnpike Authority

Regional Transportation Advisory
Council (nonvoting)

Federal Highway Administration
(nonvoting)

Federal Transit Administration
(nonvoting)

MEMORANDUM

**TO: Transportation Planning and Programming
Committee**

April 16, 2009

FROM: Annette Demchur

RE: Regional Equity Community Outreach Update

The Boston Region MPO's Regional Equity Program is composed of three key elements: community outreach, incorporation of environmental justice into the transportation-planning process, and analysis of the effects of planned transportation projects on environmental-justice populations. This memorandum provides an update on the community outreach component of the Regional Equity Program and includes a summary of the input collected from the community outreach conducted since January 2008. The information will be used in the evaluation of projects for the Metropolitan Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program. Relevant information has also been summarized for each agency and municipality about issues that fall under their purview.

BACKGROUND

The Boston Region MPO takes a proactive, grassroots approach to identifying environmental-justice issues in the region. The primary method the MPO utilizes to obtain community input concerning the transportation needs and issues facing low-income and minority residents in the MPO region is to interview representatives from community and social-service organizations in MPO-defined environmental-justice areas.

The MPO has identified 28 environmental-justice areas, based on the following definition:

An environmental-justice area includes one or more transportation analysis zones (TAZs) that both (1) have a total minority (non-white or Hispanic) population of over 200 residents, and (2) meet one or both of the following criteria:

- *Low Income:* A median household income at or below 60 percent of the 2000 MPO-region median household

income (60 percent of the region's median household income of \$55,800 is \$33,480).

- *Minority*: A population that is more than 50 percent minority (non-white or Hispanic).

The 28 areas that encompass one or more TAZs with environmental-justice populations are in the neighborhoods or municipalities listed below.

The Boston neighborhoods of:

- Allston-Brighton
- Charlestown
- Chinatown
- Dorchester
- East Boston
- Fenway
- Hyde Park
- Jamaica Plain
- Mattapan
- Roslindale
- Roxbury
- South Boston
- South End

The municipalities of:

- Cambridge
- Chelsea
- Everett
- Framingham
- Lynn
- Malden
- Medford
- Milford
- Peabody
- Quincy
- Randolph
- Revere
- Salem
- Somerville
- Waltham

REGIONAL EQUITY PROGRAM OUTREACH, JANUARY 2008–MARCH 2009

Since January 2008, MPO staff have interviewed representatives of 21 organizations that serve low-income and minority residents in Charlestown, East Boston, Everett, Hyde Park, Jamaica Plain/Mission Hill, Lynn, Malden, Medford, Milford, Peabody, Randolph, Revere, the South End, and Waltham. MPO staff contacted representatives of two organizations in each of these neighborhoods: South Boston, Fenway, and Roslindale; no input has been received from these organizations to date. Staff also obtained input during the MPO's two planning forums on coordinated human services transportation.

The issues identified by community participants in these meetings are summarized below, and details concerning the source of the comments and organization contacted for follow-up are presented in the attached table. Staff will continue to contact representatives of organizations in the remaining environmental-justice areas and will include new input from those organizations in the next regional-equity community outreach update.

Staff also attended a Move Massachusetts meeting concerning environmental justice, entitled *Greater Boston's Transportation Inequities: Environmental Justice in the Geographic Distribution of the Benefits and Burdens of Transportation Systems and*

Facilities, presented by Eugene Benson, who is the legal counsel at Alternatives for Community & Environment (ACE) and counsel to its core committee, the T Riders Union; and also counsel to On the Move: The Greater Boston Transportation Justice Coalition. Issues identified by the participants of that meeting are included in the attached summary.

SUMMARY OF INPUT, JANUARY 2008–MARCH 2009

Commendations

Representatives of communities with good transit coverage commented on the importance of transit in providing mobility. In addition, the following specific commendations were expressed.

- Some of the residents of the South End's Villa Victoria Housing Complex are pleased with the Silver Line service.
- The South End environmental-justice community will benefit from the South Bay Harbor Trail.
- Improvements made in the MBTA's systemwide accessibility have led to increased mobility, and the MBTA should continue to make accessibility improvements.
- Waltham is well served by the MBTA.
- Most of the transportation needs of the residents of the two Randolph Housing Authority sites are met by the MBTA's bus service or the Council on Aging vans.

Roadway Issues

Concerns were raised about the condition and safety of some roadways and bridges, for both pedestrians and vehicles; the impact of traffic congestion and concomitant air quality issues in communities; and the need to enforce traffic and parking regulations. Advocates for elderly people expressed concern about pedestrian safety and facilities.

- Elderly residents of Villa Victoria, in the South End, need more "handicapped parking" next to their buildings, and a simplified procedure for obtaining a disability placard or plate.
- Some street crossings are dangerous, particularly for elderly people. More marked street crossings would be beneficial, along with better signage, enforcement of speed limits, and lighting. West Dedham Street, Albany Street, and Massachusetts Avenue (all in the South End) were specifically mentioned.
- Improvements on Massachusetts Avenue are needed (lighting, better signage, and improved safety of pedestrian crossings), and any improvements in safety and traffic flow will benefit residents. The segment between Tremont Street and Albany Street is always congested.
- Albany Street is in poor condition and is dangerous to cross.

- The Chelsea Street bridge replacement project is needed, but will burden the community during construction.
- The Fairmount Avenue bridge is dangerous.
- East Boston is burdened with traffic congestion and air pollution from airport-generated traffic. Construction of a truck route on the railroad bed under Bennington Street, improvements at the intersection of Bennington Street and Saratoga Street, and a grade-separated interchange for traffic traveling between Route 1A and Boardman Street could help to reduce the burden.
- People placed by the Department of Transitional Assistance in the Townline Inn on Broadway in Malden have to walk where there are no sidewalks.

Transit Service Issues

The issues raised about transit service included concerns about service frequency (especially during off-peak periods), service coverage, travel times, and system connectivity. Two populations were regularly cited as having their mobility limited by the inadequacy of the existing transit service: elderly people and transit-dependent people who work nontraditional hours. Concerns about fare equity, the condition of vehicles and facilities, and system access were also expressed.

- Service on the Fairmount Line is inadequate. More frequent service is needed during evenings and weekends and to Readville (for access to industrial jobs), more stops are needed, and on-time performance needs to be improved.
- Some MBTA bus drivers are not able to inform passengers about which stop to use for their destinations. MBTA drivers should be trained to know which stops to use for common destinations on their route.
- MBTA Route 10 and Route 43 buses are slow.
- Transit service from the South End to South Bay Mall is limited.
- Some areas have little or no transit service, which is a burden to people who are transit dependent.
- Intermodal connections are often difficult.
- Clients of the Department of Transitional Assistance do not have the transportation they need to meet program requirements.
- Public transit for elderly people is limited. Elderly people find using the MBTA bus system cumbersome. More shelters are needed, and schedule information should be posted at all stops. Safety improvements are needed at some stops, including location, access (crossings), and proper snow removal.
- Some bus stop locations are difficult to access, especially for elderly people and people with disabilities. Crossings at bus stops should be safe. Near-side stops are better for passengers.

- Existing transit service in some low-income areas and in some minority areas does not meet the needs of residents of low-income and senior housing.
- Existing transit service does not meet all of the needs of some businesses (either service is too far or the schedule is inappropriate). Access to jobs at retail centers is limited.
- It is difficult to use the transit system during periods when the headways are long. Long off-peak headways make it difficult for people who work nontraditional hours to use transit to commute to work.
- Fares to Fairmount Station seem overpriced.
- Most trips to locations other than downtown Boston require residents to travel first into Boston and then out to their destination. Circumferential transit service is needed in order to connect the rail corridors so that people can travel between corridors without going first into downtown Boston and then back out.
- Some members of the community have difficulty reading and understanding the bus schedules.
- Vehicle cleanliness is important to riders.
- The Red Line–Blue Line Connector and extension of the Blue Line to Lynn would benefit environmental-justice populations by reducing the number of transfers required to make trips to employment in Cambridge. It would also allow for direct access to both employment opportunities and health care at Massachusetts General Hospital.
- Parked cars or piles of snow frequently block the Silver Line dedicated bus lanes.

Transit Facility Issues

Comments were made about the need to improve the condition of some transit facilities, the burden of some transit facilities on communities, and the disruptive impact of construction and related development.

- Some transit facilities (including bus stops) need both physical and safety improvements. More bus shelters are needed, and the existing ones need to be better maintained.
- The Arborway Yard is a burden to the community, and any development that takes place must be environmentally safe for community use. Trains idling at Readville Yard are an environmental burden.
- Residents of West Medford will be burdened by the construction of the Green Line extension and consequent development that will disrupt the [low-income and/or minority] community and displace some of its residents (due to both the construction and gentrification).
- Communities are interested in transit-oriented development, but are concerned about keeping housing affordable.

THE RIDE

Most of the comments concerning THE RIDE pertained to service reliability and potential improvements in efficiency.

- Not all people are aware of the accessibility of the MBTA, the range of services provided, or even the existence of THE RIDE.
- The communications and scheduling systems of THE RIDE need to be improved, and THE RIDE is often late and sometimes does not show up to pick up a passenger. THE RIDE service is limited both geographically and temporally. Reliability and customer relations of THE RIDE, the MBTA, and other transit services across the state are not consistent. Sometimes the vehicle providing the service is not appropriate (e.g., an accessible van is used when a standard vehicle would suffice).
- Improvements could be made for both the providers and the riders of the various forms of human-services transportation through coordination. Service efficiency could be improved and redundant trips eliminated by changing eligibility requirements (e.g., changing the eligibility requirements of disability-based services to include elderly people). Riders who currently have to make several calls to the various providers would benefit greatly from a coordinated call center and coordinated service provision. Transportation providers could save money if they coordinated with each other in order to make joint purchases.

Other

- The MPO's monthly transportation newsletter, *TRANSREPORT*, should be available at regional transit stations, and summaries of it should be published in local newspapers to make the public aware of transportation news for metropolitan Boston.
- Everett and Medford are interested in walkable communities. Everett has established a program, "Everett Walks and Talks," that includes a walkable community planning component. In Medford, walkability is an issue addressed by the Environmental Task Force of Medford Health Matters.
- Parking restrictions at bus stops and in bus lanes need to be enforced.
- The public process needs accountability and needs to be included early in the design phase of a project. If the public process does not begin early in the planning process, it is not effective; you get the same results as if there were no public participation.

AD/ad

Encl.: Regional Equity – Matrix of Issues and Follow-Up
Summary of Move Massachusetts Membership Meeting, January 16, 2009

Regional Equity - Matrix of Issues and Follow-Up

Organization	Reported Issue	Needs/Suggestions	Category				Proposed Follow-up	
			Service/Maintenance	Capital	Studies	Other		
Lynn Economic Opportunity, Lynn <i>Interviewed February 21, 2008</i>	Lack of public transportation to employment opportunities limits the ability of people to work.	Better transit coverage to destinations north and west of Lynn.	X		X		<i>Inform MPO (UPWP) & refer to MBTA Service Planning</i>	
		Transit access to employment opportunities around 128, along Route 1, and in other North Shore communities.	X		X		<i>Inform MPO (UPWP) & refer to MBTA Service Planning</i>	
		Transportation for day-labor jobs.			X		<i>Inform MPO (UPWP)</i>	
	Commuting to Boston is time-consuming and expensive (Commuter rail is infrequent and use of the Blue line usually requires two transfers).	Extension of the Blue Line to Lynn. <i>Project currently moving forward in DEIS to be filed by EOTPW.</i>			X			<i>Inform MPO & refer to MBTA Planning & Development & EOTPW</i>
		Increased off-peak frequency on commuter rail.	X					<i>Refer to MBTA Service Planning</i>
	Some of the low-income residents can not afford transit fares.	Discount tickets for clients of social service agencies who are too poor to afford transit fares for necessary trips.			X	X		<i>Inform MPO (UPWP) & refer to MBTA Planning & Development</i>
	There is no transit service to the Department of Transitional Assistance in Salem.	Transit service to the Department of Transitional Assistance office in Salem. <i>Routes 455 and 459 travel between Central Square, Lynn and the DTA office.</i>					X	<i>Inform MPO (TDM) & refer to MBTA Customer Care</i>
Transit-dependent Lynn residents have no ability to travel west and limited ability to travel north.	Better transit coverage to destinations north and west of Lynn.	X		X			<i>Inform MPO (UPWP) & refer to MBTA Service Planning</i>	
Lynn Community Minority Cultural Center, Lynn <i>Interviewed February 8, 2008</i>	Residents need reliable, low-cost transportation to link them with Boston, Cambridge, Lowell, Methuen, Andover, Danvers, the North Shore and other areas of economic growth.	Transit service to employment opportunities in the North Shore, Lowell, Methuen, Andover, Danvers, and Cambridge.	X		X		<i>Inform MPO (UPWP) & refer to MBTA Service Planning</i>	
		Fare reductions for poorest residents.			X	X		<i>Inform MPO (UPWP) & refer to MBTA Planning & Development</i>
	Commuter rail service is infrequent (especially during the off-peak), and the station is dark, dirty, and in poor condition.	Improve condition of and maintain commuter rail station.	X					<i>Refer to MBTA Service Planning</i>
		Extension of the Blue Line to Lynn. <i>Project currently moving forward in DEIS to be filed by EOTPW.</i>			X			<i>Inform MPO & refer to MBTA Planning & Development & EOTPW</i>
	Lack of regional bus service between Lynn and the Danvers campus of North Shore Community College, between the three North Shore Community College campuses (Beverly, Danvers, and Lynn), and UMass Lowell limits the ability of students to attend.	Regional bus service to include service between Lynn and the Danvers campus of North Shore Community College as well as between the North Shore Community College campuses (Beverly, Danvers, and Lynn), and UMass Lowell.	X					<i>Inform MPO (Suburban Mobility) & refer to MBTA Service Planning</i>
	There are congestion and safety issues on Route 129 East at the exit from Route 1 North (Goodwin Circle).	Study alternatives to improve traffic flow. (MPO studied other parts of Route 129 (Lynnfield Square) and Route 1 in Mid-North Shore Regional Transportation study).				X		<i>Inform MPO & refer to City of Lynn & Town of Lynnfield</i>
Lynn Housing Authority, Lynn <i>Interviewed February 25, 2008</i>	Public transportation has limited ability to meet the needs of elderly and handicapped who have limited mobility.	Affordable (for the poor) transit service which can accommodate the needs of the elderly and disabled (paratransit).	X					<i>Inform MPO & refer to MBTA OTA</i>
		Shuttle service to Market Basket and Wal-Mart in Danvers.					X	<i>Inform MPO (TDM) & refer to MBTA Customer Care</i>

Regional Equity - Matrix of Issues and Follow-Up

Organization	Reported Issue	Needs/Suggestions	Category				Proposed Follow-up	
			Service/Maintenance	Capital	Studies	Other		
		Need to improve the reliability and availability of THE RIDE.	X				<i>Refer to MBTA OTA</i>	
Lynn Housing Authority, cont'd	Transit dependent residents have difficulty making shopping, errand, and social trips.	Intra-city bus service (similar to the old East-West Loop).				X	<i>Inform MPO (TDM) & refer to MBTA Customer Care</i>	
	Regional traffic flow from Federal Street is a burden around the Common.	Study traffic flow around the Common in general and the traffic flow from Federal Street to South Common Street to Commercial Street, particularly at the intersection of South Common and Commercial.			X		<i>Inform MPO (UPWP) & refer to City of Lynn</i>	
	THE RIDE service is not appropriate for all trips.	Transportation service for sick visits to physicians and return trips from cancer treatments, hospitalization, and other health services where the patient needs direct transport home.				X	<i>Inform MPO & refer to MBTA OTA</i>	
Lynn Multidisciplinary Team, Lynn <i>Received Responses February 28 and 29, 2008</i>	Existing transit services, including THE RIDE, do not meet all the transportation needs of elderly and disabled who are transit dependent.	Service to accommodate the needs of elderly and disabled who can not use public transportation (e.g., the bus stop is too far) and are not eligible for THE RIDE.	X		X		<i>Inform MPO & refer to MBTA OTA</i>	
		Accessible buses. <i>All MBTA buses are accessible.</i>				X	<i>Refer to MBTA OTA & Customer Care</i>	
		Accessible, user friendly, smaller vehicles for elderly.		X				<i>Inform MPO & refer to MBTA OTA</i>
		Improved reliability of THE RIDE.	X				<i>Refer to MBTA OTA</i>	
		Funding for Councils on Aging to purchase or contract for transportation services.				X	<i>Inform MPO & refer to EOTPW</i>	
		Accessible transportation for trips to stores, malls, and entertainment centers.	X					<i>Inform MPO & refer to MBTA Service Planning & OTA</i>
		Shelters and benches at bus stops.			X			<i>Refer to MBTA Operations</i>
	Transit service is focused on trips to Boston; traveling elsewhere requires travel first into Boston and then out to the destination and often requires several transfers.	More direct service to other communities, including Peabody and Chelsea.	X				<i>Inform MPO & refer to MBTA Service Planning</i>	
	Transit fares are a burden for low-income residents.	Reduced transit fares for the very low-income.			X	X	<i>Inform MPO (UPWP) & refer to MBTA Planning & Development</i>	
	Existing transit services do not meet the needs of all health care-related trips.	Evening service to/from Union Hospital for patients, visitors, and employees.	X					<i>Inform MPO and refer to MBTA Service Planning</i>
		Taxi vouchers for people who are temporarily disabled or have tremendous difficulty using public transportation due to economic or physical condition and do not qualify for PT-1 transportation.				X		<i>Inform MPO & refer to MBTA OTA</i>
Transportation service for sick visits to physicians and return trips from cancer treatments, hospitalization, and other health services where the patient needs direct transport home.						X	<i>Inform MPO & refer to EOTPW & MBTA OTA</i>	
	Van service to and from sites where it is difficult for patients to travel (e.g., Boston hospitals, Lahey Clinic, Lowell Association for the Blind, physician's offices, and Danvers Women's Health).					X	<i>Inform MPO & refer to MBTA OTA</i>	

Regional Equity - Matrix of Issues and Follow-Up

Organization	Reported Issue	Needs/Suggestions	Category				Proposed Follow-up
			Service/Maintenance	Capital	Studies	Other	
Everett Department of Community & Economic Development, Everett <i>Interviewed February 27, 2008</i>	Service industry workers need transportation past the hours of public transportation.	Late evening/early morning service to meet the needs of service industry workers.	X				<i>Inform MPO & refer to MBTA Service Planning</i>
	Public transportation has limited ability to meet the needs of elderly and handicapped who have limited mobility.	Service to accommodate the needs of the elderly, particularly for shopping and medical appointments.	X				<i>Inform MPO & refer to MBTA Service Planning & OTA</i>
	MBTA maintenance facility is a burden. It occupies a large parcel of land which the city could use for development.					X	<i>Refer to MBTA Planning & Development</i>
	Bus routes cover all major roadways, but service hours are limited.	Longer service hours.	X				<i>Refer to MBTA Service Planning</i>
	Many bus stops do not have shelters. This is a burden, particularly in foul weather.	Shelters at bus stops.		X			<i>Refer to MBTA Operations</i>
	Commuter rail passes through Everett and does not stop.	Commuter rail stop (at Gateway Center).		X	X		<i>Refer to MBTA Planning & Development & Service Planning</i>
	Absence of map and schedule displays at bus stops limits ridership, particularly those with limited English proficiency.	Map and schedule displays at stops.	X	X			<i>Refer to MBTA Planning & Development & Office of Diversity & Civil Rights</i>
	Transit to employment destinations other than Boston is limited and cumbersome.	Urban Ring. <i>EOTPW is in process of conducting DEIR/EIS for Urban Ring Phase 2 bus rapid transit service.</i>				X	<i>Inform MPO & refer to EOTPW and MBTA Planning & Development</i>
		Service to Kenmore Square and Longwood Medical Area.		X			<i>Inform MPO & refer to MBTA Service Planning</i>
	Increased traffic over Alford Street bridge and through Everett since Tobin toll increase and truck traffic on Route 99.	Assess traffic impacts of toll increase and conduct reconnaissance of traffic in the area.				X	<i>Inform MPO (UPWP) & refer to City of Boston and MASSPORT</i>
Revere Community Development Department, Revere <i>Interviewed February 19, 2008</i>	Development at Wonderland Station is removing parking, and MBTA overflow parking on local streets is a burden.	Parking garage at Wonderland and more parking at all stations.				X	<i>Refer to MBTA Planning & Development</i>
	Traffic congestion from regional traffic is a burden.	By-pass connectors between Routes 1A and 16 and Routes 16 and 1. <i>Examined in MPO's Lower North Shore Transportation Improvements Study.</i>		X		X	<i>Inform MPO & refer to City of Revere</i>
		Improve traffic flow through Routes 60 and 1A rotaries. <i>Examined in MPO's Lower North Shore Transportation Improvements Study.</i>		X		X	<i>Inform MPO & refer to City of Revere</i>
		Widen Route 1 from Copeland Circle to Route 16. <i>Examined in MPO's Lower North Shore Transportation Improvements Study.</i>		X		X	<i>Inform MPO & refer to City of Revere & Mass Highway</i>
	A commuter rail stop at Wonderland would increase mobility.	Commuter rail stop connecting with Wonderland Station. <i>Examined in MPO's Lower North Shore Transportation Improvements Study and Blue Line Extension Study.</i>		X			<i>Refer to MBTA Planning & Development & EOTPW</i>

Regional Equity - Matrix of Issues and Follow-Up

Organization	Reported Issue	Needs/Suggestions	Category				Proposed Follow-up	
			Service/Maintenance	Capital	Studies	Other		
Revere Community Development Department, cont'd	There is no safe bicycle route between Revere and Boston.	Study safe bicycle route between Boston and Revere Beach. Examined in MPO's Lower North Shore Transportation Improvements Study.		X		X	Inform MPO & refer to cities of Boston & Revere	
Revere Housing Authority, Revere <i>Received Response February 15, 2008</i>	No transportation issues; all developments are located on bus lines and/or within walking distance of rapid transit.	None identified.				X	Inform MPO & MBTA Service Planning	
Peabody Office of Community Development and Planning, Peabody <i>Received Response March 24, 2008</i>	Peabody has little transit service (only limited bus service) and this is a burden for low-income households.	Passenger service (light rail line) on the spur from Peabody Square to Salem Depot.	X				Inform MPO & refer to MBTA Service Planning	
		Direct transit service to Boston, Cape Ann, the North Shore, Centennial Park, Lahey Clinic, Northshore Mall, downtown Peabody, medical offices, and supermarkets.	X			X	Inform MPO (Suburban Mobility) & refer to MBTA Customer Care	
	Peabody suffers from congestion due to limited public transport options and regional cut-through traffic, including a disproportionate amount of truck traffic. This creates safety concerns and stifles pedestrian activity downtown, where the highest concentration of the environmental justice population lives.	Traffic calming downtown, on Main Street, around Peabody Square. (Project currently under development)			X		Inform MPO	
John F. Kennedy Family Service Center, Charlestown <i>Interviewed March 27, 2008</i>	Bus drivers lack knowledge about which stop to use for destinations.	Provide driver training.	X				Refer to MBTA Customer Care	
Inquilinos Boricuas En Acción, South End <i>Interviewed April 17, 2008</i>	MBTA Route 10 and Route 43 buses are slow.		X				Refer to MBTA Service Planning	
	THE RIDE is often late and sometimes does not show.	Improve the reliability and punctuality of THE RIDE.	X				Refer to MBTA OTA	
	Transit service to South Bay Mall is limited.	Improve transit service to South Bay Mall.	X				Inform MPO & refer to MBTA Service Planning	
	Residents are pleased with the Silver Line.		X				Refer to Boston Transportation Department, MBTA, & EOTPW	
	Elderly residents find using the MBTA bus system cumbersome.	Provide shelters and schedule information at the bus stops on Tremont Street.			X			Refer to MBTA Planning and City of Boston and inform MPO
		Provide a shuttle service for the elderly to Back Bay Station.		X			X	Inform MPO & refer to MBTA Service Planning
		Improve safety at the bus (43) stop at the corner of Tremont and West Dedham streets (particularly when snowy).		X			X	Inform MPO & refer to Boston Transportation Department and MBTA Service Planning
Crossing some streets in the area is dangerous, particularly for elderly people, and some streets need improvement.	Provide a second pedestrian crossing on West Dedham Street (on the opposite side of the tower, where many elderly people live).			X			Refer to Boston Transportation Department & EOTPW/MassHighway Planning	

Regional Equity - Matrix of Issues and Follow-Up

Organization	Reported Issue	Needs/Suggestions	Category				Proposed Follow-up	
			Service/Maintenance	Capital	Studies	Other		
Inquilinos Boricuas En Acción, cont'd		Enforce speed limit and provide better signage on West Dedham Street.		X		X	Refer to Boston Transportation Department & EOTPW/MassHighway Planning	
		Improve Albany Street and the safety of crossing it.		X	X		Inform MPO & refer to Boston Transportation Department & EOTPW/MassHighway Planning	
		Improve Massachusetts Avenue for safety (lighting, better signage, and improved safety of crossings). <i>Massachusetts Avenue improvements are programmed for construction in FFY 2008.</i>		X			X	Inform MPO, Boston Transportation Department, & EOTPW/MassHighway Planning
		Provide more handicapped parking near the building and streamline the process for getting handicapped parking.					X	Inform MPO & refer to Boston Transportation Department & EOTPW/MassHighway Planning
		The area will benefit from South Bay Harbor Trail. <i>Proposed for programming for construction in the 2010 element of the 2008-2012 TIP.</i>	Construct the trail with safe access from the South End.		X			Inform MPO & refer to Boston Transportation Department & EOTPW/MassHighway Planning
Jamaica Plain Neighborhood Development, Jamaica Plain <i>Interviewed May 8, 2008</i>	The Arborway yards are a burden and any development that takes place must be environmentally safe for community use.	<i>MBTA and City of Boston are engaged in ongoing conversation to provide good project design.</i>				X	Inform MPO & refer to MBTA Planning and Development	
	Community is very interested in transit-oriented development around the Orange Line stations, but wants to keep housing affordable.					X	Inform MPO & refer to MBTA Planning and Development	
Southwest Boston Community Development Corporation, Hyde Park <i>Interviewed May 21, 2008</i>	Transit service in the area is inadequate.	Provide more frequent service and late night and weekend service on the Fairmount Line. <i>MBTA & EOTPW are reviewing service options and discussing in consideration of budget review.</i>	X				Inform MPO & refer to MBTA	
		Improve on-time performance on the Fairmount Line. <i>Fairmount Line improvements are under design & construction.</i>	X				Refer to MBTA	
		Increase service to Readville for access to industrial jobs.	X				Refer to MBTA Service Planning	
		Provide more stops on the Fairmount Line. <i>Fairmount Line improvements are under design & construction.</i>		X			X	Inform MPO & MBTA Planning and Development
		Transit facilities need both physical and safety improvements.	Improve conditions at bus stops and waiting areas.	X				Refer to MBTA Service Planning
			Improve the Fairmount and Hyde Park stations. <i>Fairmount Line improvements are under design & construction.</i>		X			Inform MPO & MBTA Planning and Development

Regional Equity - Matrix of Issues and Follow-Up

Organization	Reported Issue	Needs/Suggestions	Category				Proposed Follow-up	
			Service/Maintenance	Capital	Studies	Other		
		Provide more transit police on the buses and at the waiting areas (bus stops and train stations).	X				<i>Refer to MBTA and City of Boston Police</i>	
Southwest Boston Community Development Corporation, cont'd	Train fares to Fairmount Station seem inequitable.	Reduce the fare to Fairmount Station.	X				<i>Inform MPO & refer to MBTA Planning and Development</i>	
	The Fairmount Avenue bridge is dangerous.	Improve the maintenance of the Fairmount Avenue Bridge.	X				<i>Inform MPO (UPWP) & refer to MBTA Planning & Development</i>	
	Trains idling at the Readville Yards are an environmental burden.		X				<i>Inform MPO & refer to MBTA Planning & Development</i>	
East Boston Community Development Corporation, East Boston <i>Interviewed May 5, 2008</i>	Many transit trips require too many transfers.	Connect the Blue Line to the Red Line at Charles/MGH Station. <i>Project design & DEIR to begin Fall 2008.</i>		X		X	<i>Inform MPO, MBTA Planning & Development, and EOTPW</i>	
		Extend the Blue Line to Lynn. <i>Project currently moving forward in DEIS to be filed by EOTPW.</i>		X		X	<i>Inform MPO & EOTPW & refer to MBTA Planning & Development</i>	
	East Boston experiences a lot of traffic congestion and air pollution from airport-generated traffic.	Construct a truck route on the railroad bed under Bennington Street.		X		X		<i>Inform MPO and refer to City of Boston Transportation Department</i>
		Improve the intersection of Bennington Road and Saratoga Street.		X		X		<i>Inform MPO and refer to City of Boston Transportation Department</i>
		Construct a grade-separated interchange for traffic traveling between Route 1A and Boardman Street.		X		X		<i>Inform MPO and refer to City of Boston Transportation Department</i>
Chelsea Street Bridge replacement is needed, but will be a burden to the community during construction.						X	<i>Inform MPO and refer to City of Boston Transportation Department</i>	
Coordinated Human-Services Transportation Planning Forums, Regionwide <i>June 5 and June 9, 2008</i>	Not all people are aware of the accessibility of the MBTA, the range of services provided, or THE RIDE.	Need to increase awareness of and information about existing services.					X	<i>Refer to MBTA Customer Care and OTA</i>
		Provide a catalog of services by category (e.g., wheelchair-accessible, service area, etc.) in all formats.	X				X	<i>Inform MPO & EOTPW</i>
		Include the Veterans Health Administration in outreach efforts.					X	<i>Inform MPO & staff</i>
	Some areas have no or limited transit service.	Study appropriateness of expanding transit service to geographic areas that have limited or no service.	X			X	X	<i>Inform MPO & refer to MBTA Service Planning</i>

Regional Equity - Matrix of Issues and Follow-Up

Organization	Reported Issue	Needs/Suggestions	Category				Proposed Follow-up
			Service/Maintenance	Capital	Studies	Other	
	Vehicle cleanliness is important to riders.	Keep vehicles clean.	X				<i>Refer to MBTA</i>
Coordinated Human-Services Transportation Planning Forums <i>cont'd</i>	Reliability and customer relations of THE RIDE, the MBTA, and other transit services across the state are not consistent	Continue to improve reliability and customer relations of THE RIDE and the MBTA.	X				<i>Refer to MBTA Customer Care and OTA</i>
		Provide universal training and uniform accessibility across the state.				X	<i>Inform MPO</i>
	It is difficult and confusing to figure out how to travel using the various providers throughout the state.	Coordinate and brand services to allow for easy recognition of services available, minimize duplication of services, and improve intermodal connections.				X	<i>Inform MPO, MBTA, & EOTPW</i>
	Sometimes the vehicle providing transportation service is not appropriate (e.g., an accessible van is used when a standard vehicle would suffice).	Use appropriate size and capability vehicle.	X				<i>Inform MPO & refer to MBTA Service Planning and OTA</i>
	Intermodal connections are often difficult.	Improve intermodal connections.	X	X			<i>Inform MPO & refer to MBTA Service Planning and OTA</i>
	Existing transit service does not always meet the needs of senior housing, low-income housing, and businesses (either service is too far or schedule is inappropriate).	Better target transit services to locations of and demand at senior housing, low-income housing, and businesses for employment and shopping.	X				<i>Inform MPO & refer to MBTA Service Planning and OTA</i>
	Longer headways discourage people from using transit.	Reduce the longer headways to encourage people to use the service.	X				<i>Inform MPO & refer to MBTA Service Planning</i>
	THE RIDE service is limited geographically and temporally.	Expand the geographic coverage and service hours of THE RIDE.	X				<i>Inform MPO & refer to MBTA Service Planning and OTA</i>
	Access to jobs at retail centers is limited.	Provide more transit services to retail centers for jobs, and include retailers in planning for and coordinating these services.	X				<i>Inform MPO & refer to MBTA Service Planning</i>
	Improvements made in systemwide accessibility have improved mobility.	Keep improving systemwide accessibility.			X		<i>Inform MPO & refer to MBTA Planning and Development</i>
		Continue to purchase low-floor vehicles.			X		<i>Refer to MBTA Planning and Development</i>
	There are not enough bus shelters and some are in bad condition	Improve number and condition of bus shelters.			X		<i>Inform MPO & refer to MBTA Planning and Development</i>

Regional Equity - Matrix of Issues and Follow-Up

Organization	Reported Issue	Needs/Suggestions	Category				Proposed Follow-up
			Service/ Maintenance	Capital	Studies	Other	
	It is sometimes difficult to schedule THE RIDE.	Improve communication and scheduling systems.	X				<i>Inform MPO & refer to MBTA OTA</i>
Coordinated Human-Services Transportation Planning Forums <i>cont'd</i>	It is difficult to travel between rail corridors without traveling into Boston and then back out.	Construct a circumferential light rail line connecting rail lines to improve mobility. <i>EOTPW is in process of conducting DEIR/EIS for Urban Ring Phase 2 bus rapid transit service.</i>		X	X		<i>Inform MPO, EOTPW & refer to MBTA Planning and Development</i>
	It is difficult to board buses when they need to stop away from the curb due to illegally parked cars.	Enforce parking restrictions at bus stops.			X	X	<i>Inform MPO & cities and towns</i>
	Near-side stops are better for passengers.	Improve locations of shelters and stops.				X	<i>Inform MPO & refer to MBTA Service Planning</i>
	Existing services could provide service to more people.	Improve service efficiency by changing eligibility requirements (e.g., Council on Aging vehicles could be used to transport people with disabilities as well as elderly people to medical appointments).				X	<i>Inform MPO, OTA, & EOTPW</i>
		Expand the eligibility requirements of disability-based service to include elderly people.				X	<i>Inform MPO & OTA</i>
	Providers might save money if they purchase jointly.	Coordinate providers for joint purchases.				X	<i>Inform MPO & EOTPW</i>
	Riders may have to call several different providers to schedule their trips, depending on trip purpose and eligibility requirements.	Coordinate services through one call center.				X	<i>Inform MPO, EOTPW, & OTA</i>
	The many different sources of human-services transportation funding are not coordinated.	Coordinate human-services transportation funding.				X	<i>Inform MPO & EOTPW</i>
	Clients of the Department of Transitional Assistance (DTA) do not have the transportation they need to meet program requirements.	Provide coordination of transportation service for DTA clients to allow them to meet program requirements.				X	<i>Inform MPO, MBTA, & EOTPW</i>
	Transportation services could be better coordinated through disability commissions in cities and towns.	MPO should coordinate with disability commissions in cities and towns.				X	<i>Inform MPO, EOTPW, & staff</i>
The public is not aware of transportation news.	Publish TRANSREPORT summaries in local newspapers and provide copies of TRANSREPORT at regional transit stations.				X	<i>Inform MPO & staff</i>	
Healthy Malden, Malden <i>Interviewed July 7, 2008</i>	A new family health center may warrant a change in existing bus routes.	Identify route changes to serve the new health center.	X				<i>Refer to MBTA Service Planning</i>
	Seniors find downtown crossings dangerous and have difficulty accessing the bus stops.	Improve the safety of crossings.		X	X		<i>Inform MPO & refer to the City of Malden</i>

Regional Equity - Matrix of Issues and Follow-Up

Organization	Reported Issue	Needs/Suggestions	Category				Proposed Follow-up
			Service/Maintenance	Capital	Studies	Other	
		Review the locations of downtown bus stops.	X				<i>Inform MPO & refer to the City of Malden and MBTA Service Planning</i>
Healthy Malden, cont'd	Senior transportation is limited.					X	<i>Inform MPO and the City of Malden</i>
Tri-City Community Action Program, Malden, Medford, & Everett <i>Interviewed December 9, 2008</i>	Travel between cities and towns on public transit requires going into Boston first and then traveling out again.	Provide circumferential transit to connect cities and towns. <i>EOTPW is in process of conducting DEIR/EIS for Urban Ring Phase 2 bus rapid transit service.</i>			X		<i>Inform MPO & refer to EOTPW and MBTA</i>
	Long off-peak headways on buses during the day and evening make it difficult for people who work non-traditional hours to commute to work.	Increase bus frequency on routes that provide access to jobs with non-traditional work hours.	X				<i>Refer to MBTA Service Planning</i>
	The change in bus routes to go around instead of through Malden Square is a burden to elderly people, people with disabilities, and shoppers.	Return to the old route.	X				<i>Refer to MBTA Service Planning and City of Malden</i>
	Improvements made in systemwide accessibility have improved mobility.	Keep improving systemwide accessibility.		X			<i>Inform MPO & refer to MBTA Planning and Development</i>
	The pedestrian phase of the signal at Main and Salem Streets conflicts with turning traffic.	Change the signal phasing.	X				<i>Refer to City of Malden</i>
	Everett and Medford are interested in Walkable Communities.	The MPO is available to coordinate it's Walkable Communities Workshops program with Everett and Medford.				X	<i>Inform MPO & staff</i>
	People placed in the Townline Inn on Broadway (Route 99) by the Department of Transitional Assistance have to walk where there are no sidewalks.			X	X	X	<i>Inform MPO & City of Malden</i>
	Residents of West Medford will be burdened by the construction of the Green Line extension and consequent development that will disrupt the (low-income and/or minority) community and displace some of it's residents (due to both the construction and gentrification).	Consider the impact of the Green Line extension on West Medford residents, and try to mitigate negative impacts.				X	<i>Inform MPO, EOTPW and MBTA Planning and Development</i>
Some members of the community have difficulty reading and understanding the bus schedules.	Provide schedules in alternative languages and formats.	X			X	<i>Inform MBTA Planning and Development</i>	
Milford WIC, Milford <i>Interviewed January 18, 2009</i>	The only public transportation available in Milford is the limited-service MetroWest bus route.	Public transportation between towns for jobs and medical appointments.	X		X		<i>Inform MPO and Town of Milford</i>
Milford Planning and Engineering Department, Milford <i>Interviewed January 18, 2009</i>	The only public transportation available in Milford is the limited-service MetroWest bus route.	Public transportation service both within Milford and between towns.	X		X		<i>Inform MPO and Town of Milford</i>
	Access to jobs in Milford, which is an employment center for the subregion, is limited.	Extend the Franklin commuter rail line to Milford.	X	X	X		<i>Inform MPO, MBTA Planning and Development, and Town of Milford</i>
Waltham Transportation and Parking Department, Waltham <i>Interviewed March 17, 2009</i>	Waltham is well-served by the MBTA.					X	<i>Inform MPO and MBTA Service Planning</i>

Regional Equity - Matrix of Issues and Follow-Up

Organization	Reported Issue	Needs/Suggestions	Category				Proposed Follow-up
			Service/ Maintenance	Capital	Studies	Other	
128 Business Council , Waltham <i>Interviewed March 20, 2009</i>	Transit service to Riverside, Belmont/Waverly Square, and Winter Street is inadequate.	Provide transit service to Riverside.	X				<i>Inform MPO and MBTA Service Planning</i>
128 Business Council, cont'd		Increase the frequency of bus service to Waverly Square.	X				<i>Inform MPO and MBTA Service Planning</i>
		Provide transit service to Winter Street to meet the needs of service industry workers.	X				<i>Inform MPO and MBTA Service Planning</i>
	Transit service schedules do not meet the needs of service industry workers.	Increase the frequency of weekend service.	X				<i>Inform MPO and MBTA Service Planning</i>
		Increase early morning and late evening bus service.	X				<i>Inform MPO and MBTA Service Planning</i>
Randolph Housing Authority , Randolph <i>Interviewed March 23, 2009</i>	Most resident's transportation needs are met by the MBTA bus service or the Council on Aging van. The only unmet need is for some medical appointments.	Provide service for medical appointments.	X				<i>Inform MPO and MBTA OTA</i>
Randolph Community Partnership , Randolph <i>Interviewed March 25, 2009</i>	Some parts of Randolph are not served by existing bus routes.	Modify bus routes to provide service to neighborhoods that are not served by existing routes.	X				<i>Inform MPO and MBTA Service Planning</i>

Summary of Move Massachusetts Membership Meeting, January 16, 2009

Greater Boston's Transportation Inequities: Environmental Justice in the Geographic Distribution of the Benefits and Burdens of Transportation Systems and Facilities, Eugene Benson, *Legal Counsel at Alternatives for Community & Environment (ACE), Counsel to the T Riders Union and On the Move: The Greater Boston Transportation Justice Coalition*

Presentation

Mr. Benson introduced himself and described the groups that he serves. He then proceeded with a history of the environmental justice movement, citing studies and statistics of environmental injustice, and he referred to Robert Bullard's book, *Highway Robbery: Transportation Racism and New Routes to Equity*.

He shared his thoughts on the Boston Region MPO's early work on environmental justice, which he believed brought people to the table but left them frustrated because the results they advocated were not realized.

Mr. Benson presented a series of points to show problems in the transit service provided to minority neighborhoods and inequities in the provision of this service when compared with the rest of the MBTA service area. The following points were included:

- Minority neighborhoods are not served directly by the subway/light rail network (only on the fringe).
- The Orange Line was taken away and was not replaced.
- Silver Line travel times between Dudley and downtown (20 minutes) do not compare with those on the (old) Orange Line (eight minutes).
- Cars park in the Silver Line "dedicated bus lane," and masses of plowed snow cover the lane.
- The population in Roxbury is highly transit-dependent compared with the remainder of the MBTA district.
- The bus stops on the Silver Line in Roxbury do not compare with the World Trade Center and Courthouse stations.
- Subsidies per passenger on low-income/minority community routes are much lower than for the rest of the MBTA district (partly due to high utilization). Subsidies per passenger for bus service (which is the most prevalent mode in low-income/minority neighborhoods) are much lower than for rapid transit, and commuter rail has the highest per passenger subsidy.
- The Greenbush Line cost \$512 million and has 4,200 riders per day compared with the Silver Line, which cost \$27 million and has 14,943 riders per day.

Mr. Benson then talked about the MBTA's service standards:

- Peak load: 140% capacity bus; 110% capacity commuter rail
- Schedule Adherence: 75% bus; 95% light/heavy rail; 85% above ground Green Line
- MBTA Performance indicator report does not include bus schedule adherence or peak load performance

Question-and-Answer Session

Much of the discussion was about how to involve riders in project planning. There were complaints about the lack of notice of meetings (particularly for the Urban Ring) and that the notices were not placed where the actual riders would see them or with enough advance notice. A number of people talked about how the public feels shut out even when they do attend meetings (e.g., they are not given time to ask questions), and since everyone is busy, they believe that it is not worth their time to show up.

The point was raised that all of the extensions of the rapid transit system will not be effective if the congestion of the central subway system is not addressed.

Discussion about the Urban Ring revolved around the impression that the proposed service was focused on BU and MIT, not minority and low-income riders. There were complaints that the Urban Ring meetings were not well advertised, and that some meetings required people to submit written questions in advance. Also, the minutes of the Urban Ring meetings never seem to get posted.

A conclusion drawn was that the public process for a project needs to start early in the design phase. If not, it is not worth anything; you get the same results as if there were no public participation. EJ people (not their representatives) need a seat at the table at the beginning.

Draft Memorandum for the Record

Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization (MPO)

March 19, 2009 Meeting

10:00 AM –12:15 PM, State Transportation Building, Conference Room 4, 10 Park
Plaza, Boston

David Mohler, Chair, representing James Aloisi, Executive Office of Transportation &
Public Works (EOTPW)

Decisions

The Transportation Planning and Programming Committee voted to take the following
actions:

- approve the minutes of the February 5 meeting
- approve an administrative adjustment to the Federal Fiscal Year (FFY) 2009
element of the FFYs 2007 – 2010 Transportation Improvement Program for
projects proposed for ARRA funding with the \$750,000 line item for the
MetroWest Regional Transit Authority
- approve the work program for *Route 126 Corridor Transportation Improvement
Study, Bellingham to Framingham*, with recommended changes
- approve the work program for *Operational Improvements at Selected Congested
and High-Crash Intersections*
- approve the work program for the *Potential MBTA Fare Increase Impact Analysis*
- approve an administrative adjustment to Amendment Two of the FFY 2009
element of the FFYs 2007 – 2010 TIP to reflect the actual amount of ARRA funds
directed to CATA

Meeting Agenda

1. Public Comments

There were none.

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

EOTPW has advertised \$30 million worth of projects being funded through the federal economic stimulus program, the American Recovery and Reinvestment Act of 2009. Two are in the Boston Region. More projects will be advertised this week.

3. Subcommittee Chairs' Reports – *Paul Regan, MBTA Advisory Board, and Marc Draisen, MAPC*

The Administration and Finance Subcommittee will be ready to meet on April 2 at 9:30 AM to vote on the approval of two new hires at Central Transportation Planning Staff (CTPS). D. Mohler noted that he will need to review the paperwork before a subcommittee meeting is scheduled.

The MPO will be holding elections in May. When the date is selected, notices will be sent to municipalities providing them a 60-day notice. The seats currently held by the City of Salem and Town of Bedford are up for election this year. Towns in the following subregions are ineligible to run this year: Inner Core Committee, MetroWest Growth Management Committee, and SouthWest Advisory Planning Committee (SWAP).

4. Regional Transportation Advisory Council – *Malek Al-Khatib, Regional Transportation Advisory Council*

There was no report from the Advisory Council.

5. Director's Report – *Arnie Soolman, Director, Central Transportation Planning Staff (CTPS)*

Arnie Soolman reported on the progress of hiring for the vacancies at CTPS. There are five vacancies and CTPS is actively trying to fill three of them. A candidate accepted an offer for a position in the Certification Activities Group this morning. CTPS expects to make an offer to another candidate to fill a second vacancy in that group soon.

He also reported that Annette Demchur is transferring from the Certification Activities Group to the Transit Planning Group; this creates one more vacancy in the Certification Activities Group. A. Demchur will complete the conversations she has been having with representatives of organizations in environmental justice communities and will help with the transition of a new staff member into that position. In light of this transition, A. Soolman requested that members table their discussion of the work program for the *Pilot Project for Transportation Needs Assessment of Low-income and Minority Elderly Individuals*.

The Unified Planning Work Program (UPWP) Subcommittee met on February 5 and reviewed first quarter progress reports. The process for developing the FFY 2010 UPWP will be discussed at the next meeting on April 2. He noted that staff prepared an insert for *TransREPORT* to solicit input from readers on potential studies for next year. (See attached memorandum updating staff activities.) When the UPWP Subcommittee resumes meeting on April 2, the group will be on its normal schedule for UPWP development with completion of a draft document ready for members to vote to release for public review in June and to endorse by September 1. The Subcommittee will meet frequently during the development phase.

M. Draisen asked if there will be additional funding for transit planning from ARRA. D. Mohler replied that planning is not an eligible expense for the use of ARRA monies.

Mary Pratt, Town of Hopkinton, asked if the MPO should expect cuts in PL funds. D. Mohler replied that the state will be taking a rescission and EOTPW will not be prohibited from rescinding PL funds, but that so far, the rescission would only apply to unobligated balances.

M. Pratt inquired as to whether the Obama Administration has changed guidelines under which the MPO operates. Mary Ellen Sullivan, MPO staff, replied that the MPO is expected to adhere to the existing FHWA and FTA requirements.

6. Meeting Minutes – *Pam Wolfe, Manager of Certification Activities, CTPS*

A motion to approve the minutes of the February 5 meeting was made by P. Regan, and seconded by M. Draisen. The motion passed unanimously.

M. Pratt reiterated a comment that she made at the February 5 meeting to emphasize that ARRA funding should be directed to projects that are in the Transportation Improvement Program (TIP) process.

7. MetroWest Regional Transit Authority, ARRA Projects – *Ed Carr, Director, MetroWest Regional Transit Authority*

Ed Carr provided details on the MetroWest Regional Transit Authority's request for ARRA funds. (See attached handout.)

MetroWest RTA is requesting a total of \$750,000 in ARRA funds for the following items:

- Vehicle Replacement: \$300,000
 - to replace three 11-year old mini-buses the RTA acquired from Brockton Area Transit (BAT)
- Shelters: \$30,000
 - to add bus five shelters in the towns of Hopkinton, Holliston, Wayland, Natick, and Framingham
- Support Vehicle: \$30,000
 - to purchase a service vehicle with a plow (allowing the RTA to eliminate its current lease on a supervisory vehicle and direct those funds toward operating expenses)
- Architecture and Engineering: \$70,000
 - for preliminary design and engineering of maintenance and operations facility in Framingham by SEA Consultants, Inc.
 - the RTA leases its current property and the new location would be leased with an option to buy

- Intelligent Transportation System (ITS): \$270,000
 - to build and implement a “mobility management” center which will integrate fixed route and demand response services, including mobile data terminals in the vehicles
- Shop Equipment: \$50,000
 - including lifts for new facility

Members asked questions:

Regarding the bus shelters, has MetroWest RTA considered an arrangement similar to the one the MBTA has with a contractor to install shelters? (David Koses, City of Newton)

The RTA has not developed a policy addressing that issue yet. Some towns have requested capital assistance from the RTA for purchasing shelters that the towns would then maintain. The RTA would consider this idea. (E. Carr)

For the new location, is the RTA only seeking funds for the SEA Consultants contract? (M. Draisen)

The RTA is seeking funds for that contract and the shop equipment, which includes a lift. (E. Carr)

Can the funds for the new facility be obligated within the timeframe required by ARRA? (M. Draisen)

Yes, the RTA expects to sign the lease tomorrow or early next week. (E. Carr)

What will the installation of data terminals in the vehicles accomplish? (M. Draisen)

It will provide more data to the mobility management center and allow the RTA to move away from its current GPS/cell phone system. The terminals will allow for the automated collection of odometer readings and provide a hands-free communication system for drivers. The system can be used to help passengers flag down vehicles. (E. Carr)

At least half of the requested amount must be spent by September 2009, will the RTA be able to do that? (D. Mohler)

Yes, the RTA will spend all of it by September. (E. Carr)

Visit from Secretary Aloisi

Members suspended their discussion of MetroWest RTA when Secretary of Transportation James Aloisi arrived at the meeting.

The Secretary thanked the MPO members for their public service and commitment to regional mobility. He recognized how difficult members' work and decisions are. He stated that he will be attentive to the MPO, and voiced his commitment promoting regional (geographic) equity, and social and environmental justice.

M. Pratt thanked the Secretary for coming and suggested that the Central Artery funding be taken away from MassHighway and overseen by a separate entity. She expressed concern about the merger of transportation agencies. Secretary Aloisi stated that reforms and streamlining initiatives need to be taken seriously, and he noted that there is broad support for merging the transportation agencies. He emphasized his commitment to equity across all regions of the state.

Ginger Esty, Town of Framingham, thanked the Secretary for coming. She suggested that he support an increase in Chapter 90 monies to the region, and noted that those monies are distributed fairly based on miles of roadway. Secretary Aloisi stated that the idea merits attention.

Malek Al-Khatib, Regional Transportation Advisory Council, raised concerns about the MBTA's debt service and financial status. He stated that disruption of the MBTA's services would adversely affect this region. Secretary Aloisi stated that he needs help with people raising their voices about these issues, since service cuts and fare hikes may be coming if the legislature does not find a new revenue source for the MBTA.

Legislators need to receive letters and hear from constituents.

The discussion of MetroWest resumed when Secretary Aloisi left the meeting.

Will there be full spectrum testing of the wells at the new site? (G. Esty)

This will be included in the SEA Consulting contract. The RTA will not buy the site if the wells are dirty. (E. Carr)

The new location and concentration on West Natick Station is a concern. Framingham Station is much busier. (G. Esty)

There was no site available in Framingham. (E. Carr)

What happens to the ARRA money for the RTA if it is not obligated within 180 days? (M. Al-Khatib)

Fifty percent of the ARRA money coming into the UZA must be spent in 180 days; if it is not, the unobligated funds may be lost to other states. However, the money will not be lost to the state because the MBTA can spend more than 50%, since the requirements refer to aggregate spending. (D. Mohler and Joe Cosgrove, MBTA)

What type of procurement regulations do RTAs have to adhere to? And has MetroWest gone through a procurement process? (Richard Reed, Town of Bedford)

RTAs adhere to 30B. To purchase vehicles, the RTA can piggyback on EOTPW's Mobility Assistance Program (MAP) procurement. And for ITS, it can piggyback with the Cape Cod Regional Transit Authority. The RTA has already gone through the procurement process for the SEA Consultants. (E. Carr)

What is the RTA's current fleet? Are all the buses interchangeable from a service perspective. (P. Regan)

The RTA has 22 25-foot El Dorado vehicles. The fleet includes five buses acquired from BAT, two acquired from the Nantucket RTA, and five acquired through the Job Access/Reverse Commute Program. The RTA wants to start replacing the BAT buses. All the vehicles are interchangeable from a service perspective. (E. Carr)

What paratransit vehicles will the RTA be using? (G. Esty)

The RTA has ten vehicles (five sedans and five cut-a-ways) that will go into service in July, when the RTA's paratransit obligations begin. The RTA will need to have 20 vehicles, however. The RTA expects to acquire eight vehicles through MAP. It will need to acquire two more sedans. (E. Carr)

Are THE RIDE replacement vehicles part of this request? (M. Draisen)

No. The RTA has been working closely with the MBTA on this transition. The MBTA has offered assistance in the event that the RTA does not have all the vehicles by July. (E. Carr)

Do the mobile data terminals give the ability to track vehicles? (Jim Gallagher, MAPC)

Yes. It provides data on location (longitude and latitude) and vehicle speed. This data can be archived. (E. Carr)

Would the RTA allow CTPS to sample this data to supplement the Mobility Management System? (J. Gallagher)

Absolutely. Jonathan Belcher, MPO staff, is already using this data. (E. Carr)

Does the architectural and engineering request include construction? (Thomas Bent, City of Somerville)

No, those funds will come from another source. (E. Carr)

M. Pratt voiced her opposition to the proposed new site and stated that there is not enough parking for the buses there. She stated that the money should go toward paratransit vehicles instead.

A motion to approve an administrative adjustment to the FFY 2009 element of the FFYs 2007 – 2010 TIP for projects proposed for funding with the \$750,000 line item for the

MetroWest RTA was made by J. Cosgrove, and seconded by P. Regan. The motion passed unanimously.

8. Work Program – Route 126 Corridor Transportation Improvement Study, Bellingham to Framingham – Karl Quackenbush, Deputy Director, CTPS

This work program is a corridor study in the current UPWP. The Route 126 corridor was identified in the MMS as a corridor with considerable congestion and mobility issues. The SWAP and MetroWest subregions are supportive of this study.

The objective of the study is to look at a 20- to 25-mile section of Route 126 to identify safety, mobility, and access issues and to develop solutions. The work will involve a task force with members who are able to identify hot spots and help guide the way to implementable recommendations. CTPS has funding to study seven to ten locations along the corridor. CTPS will conduct micro-analyses of intersections (looking at crash data and level of service), and look at macro issues (like bicycle and pedestrian connectivity and access management issues). This will be a highly multi-modal approach. This is a 12-month study costing \$116,437 (3C funds).

M. Pratt suggested that the study should address how GATRA's and the MetroWest RTA's services could connect at the Natick/Framingham border and how the services could work together.

G. Esty noted that links to bus and railroad stations should be addressed.

J. Gallagher noted that SWAP requested involvement in the task force and asked that future plans be considered when developing recommendations. K. Quackenbush stated this would be considered.

M. Draisen stated that MAPC will be glad to assist CTPS with land use related issues.

A motion to approve the work program for *Route 126 Corridor Transportation Improvement Study, Bellingham to Framingham*, with recommended changes, was made by T. Bent, and seconded by M. Draisen. The motion passed unanimously.

9. Work Program – Operational Improvements at Selected Congested and High-Crash Intersections -- *Karl Quackenbush, Deputy Director, CTPS*

This work program is also a current UPWP study. It is similar to previous work programs that CTPS has conducted looking at selected intersections for improvement, such as the recently completed work program for *Safety and Operational Improvements at Selected Intersections*.

For this study, CTPS is proposing to use crash data and MMS data to select 20 candidate intersections for possible study, and then winnow candidates to nine intersections that will be studied for means to enhance safety and operations. There will be a focus on selecting locations for study where there is interest from municipalities in implementing recommendations. Staff will interact with town officials and MassHighway District officials throughout the study. This is a seven month study costing \$45,000 (3C funds).

Lynn Duncan, City of Salem, expressed support for the focus on implementation and asked how the MPO has fared so far in getting its recommendations implemented. K. Quackenbush replied that out of 26 studies completed between 1999 and 2004 (with approximately 200 recommendations), about 55% of intersection and other study recommendations have either had recommendations implemented, partially implemented, or are still alive in local planning. (Of all study recommendations, not just those related to intersections, approximately 27 % have been implemented in full, 16% have been partially implemented, and 11% are still alive.). L. Duncan noted that the rate was a good response and she stated that it is important to continue monitoring the implementation rate.

Lourenço Dantas, Massport, recommended that the Committee should help facilitate the implementation of study recommendations by setting aside TIP programming funds. M. Draisen agreed that the MPO should connect recommendations with programming.

M. Draisen asked whether the recommendations that were implemented were largely funded through the TIP, Chapter 90, or other sources. K. Quackenbush replied that the UPWP Subcommittee has asked that he look into that question and others and see if there is a pattern. He added that he would distribute a memorandum that he prepared for the UPWP Subcommittee on this subject.

M. Pratt asked if the Committee would be shown the candidate intersections. K. Quackenbush stated that he would bring the intersections before the Committee.

G. Esty requested that staff continue to pay attention to hazardous locations that have been studied, but for which recommendations have not been implemented.

A motion to approve the work program for *Operational Improvements at Selected Congested and High-Crash Intersections* was made by T. Bent, and seconded by M. Draisen. The motion passed unanimously.

10. Work Program – Potential MBTA Fare Increase Impact Analysis – Karl Quackenbush, Deputy Director, CTPS

The objective of this work program is to forecast the consequences – in terms of ridership, revenue, air quality, environmental justice – of an MBTA fare increase. CTPS will use its regional travel model and a spreadsheet tool for this work, similar to the study it did in 2007 that focused on changes to both the MBTA fare structure and fare levels. Staff will adjust these tools based on knowledge gained from that prior study. (The prior study forecast a revenue increase of 21.2%. The actual increase was 23%.) The current study would look at three scenarios with combinations of fare increases and service cuts. It is a six month effort costing \$86,000 (MBTA funds).

Members made comments and asked questions:

Could the study be completed before the summer when the MBTA would likely make service cuts? (P. Regan)

The schedule is to produce a draft report for the MBTA by mid-June. (K. Quackenbush)

The scale of the proposed service cuts and fare increases will be a new experience for this region and could significantly affect congestion. Is there a way to emphasize this issue in the report? (P. Regan)

CTPS will be tracking emissions implications and, therefore, will have estimates of increases in congestion levels. (K. Quackenbush) P. Regan then suggested that that data be translated into additional travel time.

Will the inputs to the study assume cuts to specific routes or more general assumptions? (D. Mohler)

The study would look at the results of service cuts to specific routes. (J. Cosgrove)

M. Draisen recommended that this study be accelerated, even at the expense of delaying other work, since it will provide valuable information on the impacts of the service cuts and fare hikes on MBTA riders and on drivers. The sooner this information can be prepared, the more useful it will be to the Administration and to the MPO as it provides input on the MBTA financing issue.

Will there be an analysis by range of fare increase? (Thomas Kadzis, City of Boston)

CTPS will model three packages and each one will have specific details about the assumed fare levels. (K. Quackenbush)

Does each package assume fare increases with service cuts? (D. Mohler)

The packages have not been defined yet, but they likely will assume both. (J. Cosgrove)

Have any calculations been done on the impact of the parking fee increases at MBTA lots? (T. Kadzis)

The increase had no impact on ridership, but parking usage is down about 18%. The MBTA has gained revenue from the fee increase. (J. Cosgrove)

If more staff is devoted to the study, could it be completed sooner? (J. Gallagher)

That will be looked into. (K. Quackenbush)

A motion to approve the work program for the *Potential MBTA Fare Increase Impact Analysis* was made by M. Pratt, and seconded by T. Bent. The motion passed unanimously.

11. Administrative Adjustment to the FFY 2009 Element of the FFYs 2007 – 2010

TIP – *Marc Draisen, MAPC*

The Chair and Vice Chair received a letter from Paul Talbot, Administrator for Cape Ann Transportation Authority (CATA) requesting an administrative adjustment to Amendment Two of the FFY 2009 element of the FFYs 2007 – 2010 TIP to adjust the amount of ARRA monies awarded to CATA based on the additional money awarded through the MBTA/RTA split agreement. CATA would like to use the additional funds to buy two American-made low-floor buses instead of one.

A motion to approve an administrative adjustment to Amendment Two of the FFY 2009 element of the FFYs 2007 – 2010 TIP to reflect the actual amount of ARRA funds directed to CATA was made by M. Pratt, and seconded by G. Esty. The motion passed unanimously.

12. Members' Items

Members discussed the schedule for Municipal TIP Input Day and agreed to have the meetings on May 21 and 28 starting at 9AM. Hayes Morrison, MPO staff, reported that there will be a separate TIP Input Day scheduled in September to review pre-25% design projects.

J. Cosgrove reported that the MBTA's agreement with the Utah Transit Authority for commuter rail vehicle procurement is not going through.

P. Regan advised members to relay information to their communities regarding the proposed MBTA fare increase and service cuts, and the MBTA's \$161 million shortfall. He suggested they weigh in with the MBTA Advisory Board and their state representatives.

13. Adjourn

Transportation Planning and Programming Committee Meeting Attendance
Thursday, March 19, 2009, 10:00 AM

Member Agencies

EOTPW

City of Boston

City of Newton

City of Salem

City of Somerville

MAPC

Massport

MBTA

MBTA Advisory Board

Regional Transportation
Advisory Council

Town of Bedford

Town of Hopkinton

Town of Framingham

Representatives and Alternates

Sec. James Aloisi

David Mohler

Thomas Kadzis

David Koses

Lynn Duncan

Thomas Bent

Marc Draisen

Jim Gallagher

Lourenço Dantas

Joe Cosgrove

Paul Regan

Malek Al-Khatib

Richard Reed

Mary Pratt

Ginger Esty

MPO Staff/CTPS

Maureen Kelly

Anne McGahan

Hayes Morrison

Sean Pfalzer

Karl Quackenbush

Arnie Soolman

Mary Ellen Sullivan

Pam Wolfe

Other Attendees

Ed Carr

Steve Olanoff

John Stasik

Wendy Stern

MetroWest Regional Transit Authority

Regional Transportation Advisory
Council

MetroWest Regional Transit Authority

MBTA

Draft Memorandum for the Record

Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization (MPO)

April 2, 2009 Meeting

10:00 AM –11:30 AM, State Transportation Building, Conference Rooms 2 & 3, 10 Park Plaza, Boston

David Mohler, Chair, representing James Aloisi, Executive Office of Transportation & Public Works (EOTPW)

Decisions

The Transportation Planning and Programming Committee voted to take the following actions:

- approve the minutes of the February 26 meeting
- approve the work program for the *Congestion Management Process (CMP) – FFY 2009*
- approve the work program for the *Greenbush Impact Study*

Meeting Agenda

1. Public Comments

There were none.

2. Chair's Report – David Mohler, EOTPW

There was none.

3. Subcommittee Chairs' Reports – Jim Gallagher, Metropolitan Area Planning Council (MAPC), and Stephen Woelfel, MassHighway

The Suburban Mobility/Transportation Demand Management (TDM) Subcommittee met on March 19 to review five letters of interest for TDM proposals. The Subcommittee

responded with letters to the interested parties. The Town of Stoughton was informed that its proposed project would not be eligible. Full proposals are due May 7. Today is the deadline for Suburban Mobility proposals. The Subcommittee will meet to review those proposals on April 16.

Staff distributed an outline for the development of the federal fiscal year (FFY) 2010 Unified Planning Work Program (UPWP). (See attached.) The UPWP Subcommittee meeting scheduled for this afternoon has been cancelled. The Subcommittee will resume its meetings on April 16. In the meantime, S. Woelfel, Subcommittee Chair, apologized for the cancellation and recommended that staff begin the process of developing study ideas. He noted that there are ideas that have been held over from previous years that may be considered, and that staff is still receiving new ideas from members of the public through responses to an insert in last month's issue of *TransREPORT*. Any members who have questions or ideas for improving the proposed development process should contact Mary Ellen Sullivan, UPWP Manager, CTPS.

Mary Pratt, Town of Hopkinton, asked about how staff plans to select intersections to study for the recently approved work program for *Operational Improvements at Selected Congested and High-Crash Intersections*, and how municipalities can request to be part of the study. Karl Quackenbush, Deputy Director of CTPS, replied that CTPS is receiving input from municipalities via MAPC. Municipalities may also contact him or Efi Pagitsas, CTPS. Staff is proposing to study different intersections than those studied in recently completed work program for *Safety and Operational Improvements at Selected Intersections*. Staff plans to use Registry of Motor Vehicles crash data to locate high-crash areas and the Mobility Management System to identify areas of congestion. The focus will be on those areas where there is interest from local officials in implementing improvements.

4. Director's Report – *Arnie Soolman, Director, Central Transportation Planning Staff (CTPS)*

The Administration & Finance Subcommittee met this morning and voted to recommend the approval of two new hires at CTPS. Upon Committee approval, CTPS will have 61 full-time staff members. CTPS has budgeted for 64 staff members. After some internal staff reassignments, two positions are in the Traffic Analysis & Design Group and these will remain vacant until the UPWP is further developed. At that time we anticipate having a better sense of the skills that will be needed for future work.

The third position is in the Travel Model Development Group. CTPS has been seeking to fill that position for about a year and now plans to hire a consultant rather than fill that position in-house. CTPS needs help climbing the learning curve on developing activity-based travel demand models. These are designed to be more accurate and sensitive to a wider range of policy variables. Staff would like to brief members on activity-based models in a future Committee meeting.

5. Approval of New Hires, Certification Activities Group – *Paul Regan, MBTA Advisory Board*

A motion to approve the hiring of Mike Callahan for the CTPS Certification Activities Group – as recommended by the Administration & Finance Subcommittee – was made by P. Regan, and seconded by S. Woelfel. The motion passed unanimously.

A motion to approve the promotion of Sean Pfalzer from a part-time temporary employee to a full-time employee at the CTPS Certification Activities Group – as recommended by the Administration & Finance Subcommittee – was made by Thomas Bent, City of Somerville, and seconded by Shirin Karanfiloglu, Massachusetts Turnpike Authority. The motion passed unanimously.

6. Regional Transportation Advisory Council – *Steve Olanoff, Regional Transportation Advisory Council*

The Advisory Council will meet on April 8. The agenda includes as presentation from MAPC on the MPO's Bike Rack Program.

7. Meeting Minutes – Pam Wolfe, Manager of Certification Activities, CTPS

A motion to approve the minutes of the February 26 meeting – with changes recommended by J. Gallagher to pages 8 and 17 – was made by Thomas Kadzis, City of Boston, and seconded by M. Pratt. The motion passed unanimously.

8. Work Program – Congestion Management Process (CMP) – FFY 2009– Karl Quackenbush, Deputy Director, CTPS

Members were presented with the work program for the *Congestion Management Process (CMP) – FFY 2009*. This scope of work provides for the continuation of the work program for the *Mobility Management System (MMS)* through the end of this federal fiscal year. (Members last approved the work program in 2005.) The MPO has been operating the MMS since 1995 to measure mobility indicators in the region. It has been used to provide information for use in the MPO's planning processes, recommend system/infrastructure improvements, and generate UPWP study ideas and reports. The last work program resulted, among other things, in the dissemination of MMS information on the MPO's website.

The MMS is now being referred to as the Congestion Management Process (CMP) to be consistent with SAFETEA-LU legislation and the interests of the MPO's federal partners. SAFETEA-LU calls for the Metropolitan Transportation Plan to be linked with the CMP and include operations and management strategies.

The objective of this interim work program is to continue the monitoring of intersections and park-and-ride lots in the region, refresh counts of park-and-ride use, add to the MPO's intersection database, and to continue to provide information to the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) processes. Staff also proposes to conduct outreach to local officials to bring their attention to the MPO's intersection database.

After this interim work program, MPO staff would like to present another work program to carry the CMS work into FFY 2010 and beyond. Staff would propose to link the next CMP work program with the RTP work program and plans to have more discussion with the Committee about this topic concurrently.

K. Quackenbush raised an issue that has been a concern of City of Newton officials – parking on local streets by MBTA commuters. This is also a concern to staff. To better identify areas where this is happening, staff is proposing to compare data from responses to a MBTA systemwide survey question (which asks how a person got to a transit station) to field counts. David Koses, City of Newton, stated that he appreciates the attention that staff is giving to this issue. He also noted that when the MBTA raises its parking fees there may be more people choosing to park on local streets and that demand is not captured.

T. Bent suggested adding a survey question that would ask if the respondent parked in an MBTA lot or on a residential street. S. Olanoff also voiced support for this suggestion. The survey is already in progress, however, and there were questions about whether respondents would be inclined to answer that question honestly.

T. Kadzis suggested that the MBTA consider the issue of whether it makes sense to make uniform parking fee increases, considering that lot usership may vary from line to line.

J. Gallagher noted that the MPO's intersection website is a very good way to disseminate mobility information and that it works well. He asked how staff intends to conduct its outreach to local officials and if there is anything that MPO members can do to help. K. Quackenbush replied that staff plans to contact municipal engineers and planners to invite feedback, starting with those municipalities that have intersections on the MPO's website.

Lourenço Dantas, Massachusetts Port Authority, added that the MPO could encourage interest from municipal officials by developing a TIP program (perhaps structured like the Suburban Mobility/TDM Program) to dedicate funds for the implementation of MPO recommendations for intersection improvements. J. Gallagher agreed that the MPO should develop such a program.

J. Gallagher asked why the CMS work program presented today does not include operations and management. K. Quackenbush replied that the logical time to incorporate that piece would be in the fall when the RTP work program is prepared. He also noted that consideration would have to be given to the implications for agencies. Staff would like to brief the Committee further about this topic.

M. Draisen recommended that staff focus on the links to operations and management when the RTP work program is presented in the fall. He expressed that it would be useful to better understand the degree to which the work program could result in proposals to address mobility problems.

Carey Duques, City of Salem, asked if staff intends to survey park-and-ride lots outside the MBTA system to see how many people are carpooling and to see if there is a demand for those facilities. K. Quackenbush replied that staff does monitor other park-and-ride lots, including those of private express bus services and the Massachusetts Turnpike Authority.

T. Kadzis mentioned that the U.S. Department of Transportation was going to assess the methodology for clearing crash scenes (as speed of that clearance affects congestion). Efi Pagitsas, MPO staff, stated that the subject qualifies for consideration under operations and management strategies. She added that crash incidents account for about 60% of the congestion in MPO region.

A motion to approve the work program for the *Congestion Management Process (CMP)* – *FFY 2009*, was made by M. Draisen, and seconded by M. Pratt. The motion passed unanimously.

9. Work Program – Greenbush Impact Study – *Karl Quackenbush, Deputy Director, CTPS*

The MBTA has requested that CTPS undertake the work program for the *Greenbush Impact Study* to determine how the opening of the Greenbush commuter rail line (in October 2007) has affected travel patterns and the use of other transportation facilities in the area. The study would involve adjusting the ongoing MBTA systemwide survey for Greenbush riders to include questions about what facilities riders used before the line opened. Staff would use existing count data supplemented with data on boardings and alightings by station, and data from a license plate survey. Staff would also look at data on users of the Red Line, other commuter rail lines, commuter boat, private buses, and traffic volumes on Route 3 and Interstate 93. The study is in the FFY 2009 UPWP, implicitly, in the Assistance to MBTA Development project.

During a discussion period, members asked questions and made comments:

Will the survey capture the benefits of rail, for example, by measuring whether people are moving from areas without transit service to those where there is access to the commuter rail? (P. Regan)

That is outside the purview of this scope of work. (K. Quackenbush)

Could the survey ask riders what they would do if the commuter boat stopped operating? (P. Regan)

That is outside this scope of work. (D. Mohler) People ought to be asked such questions somewhere, if not in this survey. (M. Draisen)

Is the Greenbush line at capacity? If not, it is important to survey the people who are not using the line if the objective is to increase ridership on this line (though this may not be part of this scope of work). (M. Draisen)

The line is not at capacity. (Joe Cosgrove, MBTA) This survey is aimed at validating our assumptions and projections of ridership on the Greenbush line. (D. Mohler) It also helps to refine our modeling methods. (K. Quackenbush)

Is the other research being done [under another scope of work]? (M. Draisen)

The regional household survey would survey people who are not using transit. (J. Gallagher)

Could the survey be used to ask commuter boat riders if they would use the Greenbush line if the boat were not operating? (S. Karanfiloglu)

The systemwide onboard passenger survey was already administered to boat riders. There would have to be another survey directed at boat riders to ask that question. (K. Quackenbush) It would be useful to get this information to the MBTA before it begins its public process relating to possible changes to service. (P. Regan)

Has the commuter boat ridership diminished since the start of the Greenbush service? (M. Pratt)

Ridership has been flat. (J. Cosgrove)

Regarding the before and after traffic counts, can the economic variables be isolated to account for what we assume are lower traffic volumes from 18 months ago? (T. Kadzis)

We can make inferences about whether we are seeing anything that can be associated with the Greenbush line. (K. Quackenbush)

A motion to approve the work program for the *Greenbush Impact Study* was made by M. Draisen, and seconded by P. Regan. The motion passed unanimously.

10. Members' Items

P. Regan reported that the MBTA Advisory Board is distributing a report, *Born Broke*, about the MBTA's fiscal condition and how it compares to other transit agencies in the country. Based on a national comparison of transit agencies, the MBTA would have been in the best fiscal shape if it were not so debt burdened. The MBTA has the largest percentage of funds going to debt service of all the agencies surveyed – 30% this year.

M. Draisen reported that MAPC is in the process of finalizing a date for the MPO elections. The date should be decided today. It will be a late afternoon/early evening event.

M. Draisen suggested that the MPO discuss ways to fund municipal priority projects in the next round of stimulus funding. There needs to be an agreement between municipalities and MassHighway regarding project readiness, he noted. D. Mohler stated that MassHighway is in the process of finalizing the eligibility determinations for projects that municipalities submitted for stimulus funding. There is a goal to fund more local projects in the second round of stimulus funding. M. Pratt stated that municipalities need to be made aware of the requirements for projects that receive stimulus funding.

L. Dantas followed up on an item discussed at a previous meeting. He reported that the projects for the *Boston and Chelsea – Deck Rehabilitation on Tobin Bridge, Phase VII* and *Boston and Chelsea – Structural Steel Painting on Tobin Bridge, Phase 3 and 8* are in Massport's capital funding program. If the projects were eligible for stimulus funding the schedule for implementation would have been moved up. Since they are not eligible, the projects will be implemented on their original schedule.

T. Bent inquired as to how much stimulus funding would be available in the second round of funding. D. Mohler replied that a minimum of approximately \$90 million would be available but unless the minimum for urbanized areas is not met in the first round (which it currently is) there are no requirements that it be directed to this urbanized area.

11. Adjourn

A motion to adjourn was made by S. Woelfel, and seconded by P. Regan. The motion passed unanimously.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, April 2, 2009, 10:00 AM

Member Agencies

EOTPW
City of Boston
City of Newton
City of Salem
City of Somerville
MAPC

MassHighway
MassPike
Massport
MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council
Town of Bedford
Town of Hopkinton
Town of Framingham

Representatives and Alternates

David Mohler
Thomas Kadzis
David Koses
Carey Duques
Thomas Bent
Marc Draisen
Jim Gallagher
Stephen Woelfel
Shirin Karanfiloglu
Lourenço Dantas
Joe Cosgrove
Paul Regan
Steve Olanoff

Richard Reed
Mary Pratt
Ginger Esty

MPO Staff/CTPS

Maureen Kelly
Anne McGahan
Hayes Morrison
Efi Pagitsas
Sean Pfalzer
Karl Quackenbush
Arnie Soolman
Mary Ellen Sullivan
Pam Wolfe

Other Attendees

Tony Centore Town of Medfield

REGIONAL TRANSPORTATION ADVISORY COUNCIL



April 17, 2009

Mr. James A. Aloisi, Jr.
Secretary of Transportation
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building, Ten Park Plaza, Room 4150
Boston, MA 02116

RE: Transportation Fiscal Crisis

Dear Secretary Aloisi:

The Regional Transportation Advisory Council (Advisory Council) remains deeply alarmed about the dire fiscal condition of the Massachusetts Bay Transportation Authority (MBTA). Inaction by our state legislators will result in realization of looming service cuts and massive fare increases that will have to be implemented to address the MBTA's structurally deficient finance and revenue shortfalls. The Advisory Council is equally concerned about the \$18 to \$20 billion funding gap in maintaining the transportation infrastructure over the next 20 years. These fiscal problems require emergency action. While reform is the first step being taken to increase efficient, quality delivery of transportation services, and better manage infrastructure, it is insufficient without concurrently providing for urgently needed revenue.

The Advisory Council wrote you in February, expressing our concern about the MBTA budget problems. The situation has worsened, threatening the integrity of transportation in our region. Rather than reiterating the well-known causes for these problems as delineated in several major public studies and reports, we are instead supporting their recommendations for reform, finance, and revenue. These include the following cornerstone actions, founded firmly on the Mass Transportation Finance Commission's report, to be taken by our legislators and deemed most important to our members:

- Relieve the MBTA of responsibility for Big Dig debt by transferring it to the Commonwealth.
- Increase the gas tax to provide a steady stream of income for needed roadway improvements and transit state of good repair projects. Many in our organization support an increase of at least 19 cents. This additional funding should flow to the state, MBTA and other RTAs, and to Chapter 90 accounts to fund local road and bridge improvements.
- Institute modest subway and commuter rail fare increases; fares of other large mass transit systems in the United States are typically higher.
- Reform MBTA employee and retiree benefits so they align with typical private sector plans. At minimum, MBTA benefit plans should be no more expensive than typical state employee programs.

We ask the MPO and its member entities, collectively and individually, to actively support these action items and recommendations, compiled from recent public reports and studies. The Advisory Council believes these recommendations address the MBTA's need to eliminate its deficit and provide the important first steps for maintenance of its transportation infrastructure and state-of-good repair.

Region Transportation Advisory Council
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4/17/2009

Additionally, the Advisory Council recognizes that the above critical actions are just the first steps in an ongoing process to reform and reshape the Massachusetts transportation system and the financing, operation, and management of that system. Once the above emergency actions are complete, it is our recommendation that a blue ribbon commission be empanelled to review and recommend creative, outside-the-box solutions for new ways to fund and fairly allocate the costs of maintaining and expanding this complex network. But the Advisory Council must stress that the above cornerstone actions cannot wait for this new commission – those actions must be done immediately before the Massachusetts transportation network grinds to a halt.

The Advisory Council thanks the Boston MPO for its consideration and looks forward to working with its members on these very important regional transportation issues.

Sincerely,



Malek Al-Khatib, Chair
Regional Transportation Advisory Council

CC: Massachusetts Governor and Lt. Governor
Massachusetts Congressional Delegation
Massachusetts Legislative Joint Committee on Transportation and Legislative Leaders
MBTA General Manager
Undersecretary of Transportation
Deputy Secretary of Rail and Intermodal Programs
Transportation Planning and Programming Committee Chair
Boston Region MPO Members
MBTA Advisory Board