

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

**July 23, 2009 Meeting**

9:00 AM – 3:20 PM, State Transportation Building, MPO Conference Room, 10 Park Plaza, Boston

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

**Decisions**

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

- allocate funding for the following additional expansion and non-expansion projects and programs in the Regional Transportation Plan (RTP) amendment (this action involved a number of separate motions detailed in the body of these minutes):
  - *Assabet River Rail Trail*
  - *Belmont – Trapelo Road*
  - *Framingham – Route 126/135 Grade Separation*
  - *Newton and Needham – Needham Street/Winchester Street and Needham – Highland Avenue* projects and the reconstruction of the bridge between the two roadway segments (included as one project)
  - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
  - *Bruce Freeman Memorial Rail Trail*
- include a list of illustrative Projects in the RTP amendment
- approve the draft Federal Fiscal Years (FFYs) 2010 – 2013 Transportation Improvement Program (TIP) tables for posting on the MPO website with the following changes and proviso:
  - the addition of federal earmarks for the *Assabet River Rail Trail*, the Sullivan Square portion of the *Boston – Rutherford Avenue* project, and the *Boston – East Boston Haul Road* project
  - additional changes – not related to target funding – may be made to the document prior to its release for public comment (such as the addition of stimulus funded projects and other federal earmarks)
- recommend eleven grant applications for funding through the Federal Transit Administration's (FTA) Job Access and Reverse Commute (JARC) and New Freedom Programs
- approve the work program for the *Inner Suburban Mobility Study*
- approve the minutes of the June 18 meeting

**Meeting Agenda**

**1. Public Comments**

Alan Moore, Somerville Bike Committee, thanked the MPO for programming the *Somerville – Somerville Community Path, Phase 1* project in the draft FFYs 2010 – 2013

TIP. He expressed concern, however, about a lack of funding in the TIP for other bicycle path projects.

State Senator James Eldridge expressed support for the *Assabet River Rail Trail* and *Bruce Freeman Memorial Rail Trail* projects and voiced support for those projects to receive Enhancement funds.

Matt Zahler, A Better City, asked the MPO to include the *Urban Ring* and *Silver Line, Phase 3* projects as illustrative projects in the RTP amendment. Tom Yardley, Medical Academic and Scientific Community Organization (MASCO), and Rich Marlin, Massachusetts Building Trades Council, added their support to M. Zahler's comments.

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

There was none.

**3. Subcommittee Chairs' Reports**

There were none.

**4. Regional Transportation Advisory Council** – *Sue McQuaid, Regional Transportation Advisory Council*

The Advisory Council's subcommittees are meeting next week.

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

The modeling for the RTP amendment is proceeding on schedule. It will take four weeks for MPO staff to complete the modeling and another week to write the results. On this schedule, members can vote to release the draft RTP amendment document on August 20.

**6. Amendment to the Regional Transportation Plan** – *David Mohler, EOT, and Anne McGahan, RTP Manager, MPO Staff*

At the meeting of July 16, members identified expansion projects to be included in the 2030 Build scenario for the RTP amendment. This meeting is scheduled to consider additional projects and programs so that the RTP amendment will include the following categories:

- Expansion projects
- Enhancement Program
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Roadway projects costing over \$10 million
- Funds flexed from Highway to Transit
- Intersections Program

Members began discussing the non-expansion projects that would be programmed in the amendment to the RTP beginning with projects that have federal earmarks.

Eric Bourassa, Metropolitan Area Planning Council (MAPC), raised the issue of programming earmarks for bicycle trail projects, and noted that both the *Assabet River Rail Trail* and *Border to Boston Bikeway* have earmarks. D. Mohler noted that Marc Draisen, MAPC, has requested that members consider programming \$250 million (in FFY 2009, non-inflated dollars) for enhancements over the life of the RTP amendment. He added that if earmarks for design are programmed, then the construction costs must also be programmed in the RTP.

It was noted that the *Border to Boston Bikeway* project is programmed in the Merrimack Valley Planning Commission's RTP. Michael Chong, Federal Highway Administration (FHWA), reminded the Boston Region MPO that the construction of the bikeway can't be divided arbitrarily and that for the design to be programmed in the TIP the total construction cost must be included in the first 10 years of the RTP amendment. He advised the members to consider these issues when deciding whether to program the portion of the project that is in the Boston region in this MPO's RTP.

Roland Bartl, Town of Acton, provided information on cost estimates for the segments of the *Assabet River Rail Trail*. He stated that the Acton/Maynard section would cost approximately \$9.125 million (per MassHighway), the Stow/Hudson portion would cost approximately \$7.6 million, and that an approximately \$1.5 million federal earmark would cover the entire project design.

A motion to include the *Assabet River Rail Trail* project for \$16.725 million in the FFYs 2011 – 2015 band of the RTP was made by E. Bourassa. The motion maker subsequently withdrew his motion. This item was addressed later in the meeting.

The meeting was recessed so that staff could develop an additional spreadsheet for use during the meeting that showed projects over \$10 million to be programmed in the FFYs 2010 – 2013 TIP and their impact on available monies for the RTP amendment. The meeting was reconvened and a spreadsheet, that showed the current allocation of funds across the 20-year timeframe of the RTP, was used during the meeting to track projects programmed by time-band and the total amounts of programmed dollars. (See attached.)

(Dollar costs noted in the following motions are inflated to the year of programming.)

A motion to add the *Framingham – Route 126/Route 135 Grade Separation* project for \$93.649 million to the FFYs 2021 – 2025 band of the RTP amendment was made by Ginger Esty, Town of Framingham, and seconded by E. Bourassa. The motion failed. The Town of Framingham, MAPC, and EOT voted yes. The City of Boston abstained. All others voted no.

During a discussion of the motion, A. Soolman noted that if an expansion project, such as the Framingham project, were to be added to the RTP, MPO staff would need to re-start the modeling work on the expansion projects, which would delay the RTP amendment schedule. D. Mohler stated that the MPO could go off schedule to accommodate an action that would make the RTP amendment a better document, however, if the amendment is

not approved by the start of FFY 2010, the state's highway and transit program funding might be shut down temporarily until an approved RTP amendment is in place.

A. Soolman also pointed out that the MPO appears to be reversing its policy of programming with a funding split that provides more money for projects that maintain the transportation system and less to expansion projects. In the past, the MPO has programmed 70% of RTP funds to maintenance and 30% to expansion. Now the MPO is veering toward programming 90% to expansion and 10% to maintenance. A. Soolman noted that this change might be problematic to implementing agencies.

M. Chong suggested that the MPO consider a way to set aside a block of funds for improvements to municipally owned roads.

A motion to dedicate \$34.3 million in the FFYs 2016 –2020 band of the RTP (the remaining amount of programmable funding in that band) for improvements to municipally-owned roads was made by Mary Pratt, Town of Hopkinton, and seconded by Christine Stickney, Town of Braintree. The motion failed. Five members voted yes and nine voted no. MAPC abstained.

Concerns expressed about this motion included the fact that the new program would use up the remaining funding in the FFYs 2016 –2020 band thereby eliminating the possibility for programming bicycle trail projects and other projects on state-own roads in that four-year timeframe.

Members then discussed adding federal-aid design funding and earmarks to the RTP and projects that cost over \$10 million (which must be included in the RTP).

D. Mohler conveyed a comment expressed by State Representative Cory Atkins. She expressed support for programming the *Bruce Freeman Memorial Rail Trail* and *Assabet River Rail Trail* projects in the first ten-year band of the RTP.

Judy LaRocca, Town of Concord, added that the *Bruce Freeman Memorial Rail Trail* project was recommended for statewide enhancement funding and that the project must be in the first ten-year band of the RTP in order to access that funding.

Members discussed projects with costs over \$10 million. (The previously distributed project list is attached.) Excluding the bridge projects, which will be funded through a statewide line item (rather than MPO discretionary funds), and projects for which TIP funding has been programmed, the following projects remained to be considered for listing in the RTP:

- *Saugus – Route 1/Walnut Street*
- *Belmont – Trapelo Road*
- *Natick – Route 27/Route 9*
- *Danvers – Border to Boston Bikeway*
- *Assabet River Rail Trail*
- *Bruce Freeman Memorial Rail Trail*

M. Chong stated that if the MPO does not list those projects in the RTP, FHWA cannot authorize design funds or sign off on environment documents for those projects.

E. Bourassa noted that there are cost discrepancies for the *Belmont – Trapelo Road* project in MassHighway's and the town's estimates. MassHighway estimates the project at \$8 million while the town estimates it at \$13 million. D. Mohler noted that if the project does not go into the RTP the MPO will not be able to fund it if the cost comes in over \$10 million.

David Koses, City of Newton, advocated for including as one project in the RTP the *Newton and Needham – Needham Street/Winchester Street* and *Needham – Highland Avenue* projects and the reconstruction of the bridge between the two roadway segments, as a project costing over \$10 million. He stated that the project is included in the state transportation bond bill as one project costing \$17 million. M. Chong recommended listing the projects as one project, as well. As staff was directed to add the project to the list of projects costing over \$10 million, A. Soolman noted that MPO staff would have to model this project [as it would add travel lanes and therefore would affect air quality conformity].

The discussion moved back to earmarked projects.

A motion to add the *Assabet River Rail Trail* project for \$20.34 million in the FFYs 2011 – 2015 band was made by E. Bourassa, and seconded by Thomas Bent, City of Somerville. The motion passed. The following members abstained: the Regional Transportation Advisory Council; Massachusetts Port Authority; and the Town of Hopkinton.

Prior to the vote on this motion, D. Mohler noted that if the motion passed, the *Assabet River Rail Trail* project would need to be programmed in the FFYs 2014 and 2015 years of the Transportation Improvement Program (TIP).

A motion to add the *Belmont – Trapelo Road* project for \$15.8 million to the FFYs 2011 – 2015 band of the RTP was made by D. Koses, and seconded by E. Bourassa. The motion passed. The following members abstained: the MBTA; Massachusetts Port Authority; City of Boston; and Town of Braintree.

A motion to add the *Bruce Freeman Memorial Rail Trail* project for \$21 million to the the FFYs 2011 – 2015 band of the RTP was made by Stephen Woelfel, MassHighway, and seconded by D. Mohler. The motion failed. Three members voted yes: the MBTA, EOT, and MassHighway. Five members abstained. All others voted no.

During the discussion of this motion, J. LaRocca, Town of Concord, voiced support for this action. She noted that the Town of Concord allocated \$125,000 in Community Preservation Act funds to move the project forward and that the Town of Acton is also

contributing more local funds. She noted that the first phase of the project is opening this month.

A motion to add the *Framingham – Route 126/Route 135 Grade Separation* project for \$113.9 million to the FFYs 2026 – 2030 band of the RTP was made by G. Esty, and seconded by S. Woelfel. The motion passed. Three members abstained: the MBTA, Massachusetts Port Authority, and the Town of Braintree.

There was a lengthy discussion prior to the vote on this motion. State Senator Karen Spilka spoke in strong support of the project noting that the grade separation project is critically important for the Town of Framingham and the MetroWest subregion. She highlighted the project's benefits noting that it would help to revitalize downtown Framingham, reduce traffic congestion that ensues when trains pass through town, support commuter rail improvements on the Framingham/Worcester line, and support economic development for Framingham and the Commonwealth. Senator Spilka stated that project supporters are on the verge of unveiling a concept of the project to present to EOT. U.S. Representatives Markey and McGovern are working to obtain federal earmarks for the project, but the project must be included in the RTP in order for that to happen. She also noted that there is a \$2 million earmark in the state transportation bond bill for the project and \$500,000 in ARRA funding.

Members who supported the project's inclusion in the RTP pointed to the need to program the project to obtain earmarks and noted that the MPO would be more equitably distributing funds across the region by supporting this project. A concern was expressed, however, that by programming this project, the MPO might be overlooking other intersection projects that may have ranked higher in the MPO's project evaluations.

Members discussed whether the project could be included as an illustrative project to meet the requirements for obtaining earmarks, but D. Mohler and M. Chong explained that that would not address the earmark issue since the illustrative projects would not be part of the financially constrained portion of the RTP.

A. Soolman reminded members that this project would have to be modeled if included in the RTP and would set back the schedule for the amendment by one week.

Richard Reed, Town of Bedford, asked for the Senator's view on the issue of transportation revenue. She replied that she introduced legislation that included a gas tax increase of \$.20/gallon.

A motion to add the *Newton and Needham – Needham Street/Winchester Street* and *Needham – Highland Avenue* projects and the reconstruction of the bridge between the two roadway segments as one project in the RTP costing \$29.4 million in the FFYs 2021 – 2025 band, was made by D. Koses, and seconded by T. Bent. The motion passed. MassHighway voted no. Three members abstained: the Regional Transportation Advisory Council, Massachusetts Port Authority, and the Town of Braintree. All others voted yes.

A motion to dedicate \$109 million for an Enhancement Program in the RTP – with \$85 million in the FFYs 2021 – 2025 band funding in part the *Bruce Freeman Memorial Rail Trail*, and \$24 million in the FFYs 2026 – 2030 band – was made by E. Bourassa, and seconded by M. Pratt. The motion failed. MAPC voted yes. All others voted no.

During a discussion of this motion, J. LaRocca, Town of Concord, stated that U.S. Representative Niki Tsongas is seeking an earmark for the *Bruce Freeman Memorial Rail Trail* and that by including the project in the RTP that application will be strengthened.

When concern was expressed about the message that this vote would send to other project proponents, E. Bourassa offered to accept a friendly amendment to lower the dollar amounts in his motion. The motion was not amended, however.

A motion to program \$50 million for the CMAQ program in the RTP, in banded amounts shown below, was made by E. Bourassa, and seconded by P. Regan:

- FFY 2010 \$2 million
- FFYs 2011 – 2015 band \$10.25 million
- FFYs 2016 – 2020 band \$11.5 million
- FFYs 2021 – 2025 band \$14.6 million
- FFYs 2026 – 2030 band \$11.65 million

The motion passed. EOT and MassHighway voted no. All others voted yes.

A motion to add the *Bruce Freeman Memorial Rail Trail* project for \$30 million in the FFYs 2021 – 2025 band of the RTP (and add the project to the list of projects costing over \$10 million) was made by S. Woelfel, and seconded by E. Bourassa. The motion passed. The Regional Transportation Advisory Council and the Town of Braintree voted no. All others voted yes.

A motion to allocate \$50 million in the RTP for an intersection program that would fund CMAQ eligible projects that improve air quality and congestion by addressing vehicular traffic needs, was made by L. Dantas, and seconded by G. Esty. The motion failed. Eight members voted no: the Regional Transportation Advisory Council, City of Somerville, MAPC, City of Newton, Town of Hopkinton, Town of Braintree, MassHighway, and EOT. Five members voted yes: the Massachusetts Port Authority, Town of Framingham, MBTA Advisory Board, MBTA, and Town of Bedford. Two members abstained: the City of Boston and Massachusetts Turnpike Authority.

The discussion then turned to illustrative projects. T. Kadzis recommended that the MPO have a list of illustrative projects in the RTP that include the *Silver Line, Phase 3* and *Urban Ring, Phase 2* projects. He also recommended that those two projects be modeled. Including illustrative projects could help give momentum to certain projects in the event that more financing becomes available in the future, he said. He noted the support of congressional leaders for the two projects as well as Mayor Menino's support for the *Silver Line* project (based on ridership numbers).

A motion to include a list of illustrative projects in the RTP was made by T. Kadzis, and seconded by E. Bourassa. The motion passed. The Massachusetts Port Authority and City of Newton voted no.

During consideration of this motion there was discussion about the role of illustrative projects in the RTP amendment and the possible reasons to include one.

A motion to include the *Silver Line, Phase 3* and *Urban Ring, Phase 2* projects in the illustrative projects list of the RTP was made by T. Kadzis, and seconded by J. Cosgrove.

A motion to table the aforementioned motion until July 30 was made by M. Al-Khatib, and seconded by G. Esty. The motion passed. Three members voted no: the City of Boston, EOT, and Town of Hopkinton.

#### **7. Draft FFYs 2010 – 2013 Transportation Improvement Program – Hayes**

*Morrison, TIP Manager, MPO Staff*

Members addressed adding projects with earmarks for design to the draft FFYs 2010 – 2013 TIP.

A motion to add federal earmarks for the *Assabet River Rail Trail*, Sullivan Square portion of the *Boston – Rutherford Avenue* project, and *Boston – East Boston Haul Road* project to the draft FFYs 2010 – 2013 TIP was made by M. Pratt, and seconded by E. Bourassa. The motion passed unanimously.

A motion to approve the draft FFYs 2010 – 2013 TIP for posting on the MPO website with additional changes – not related to target funding – to be made to the document later (such as the addition of ARRA funded projects, earmarks, and additional federal aid programs) was made by T. Bent, and seconded by C. Stickney. The motion passed unanimously.

M. Chong stated that FHWA, FTA, and the U.S. Environmental Protection Agency would like the MPO to list the State Implementation Plan projects in the TIP.

#### **8. Job Access and Reverse Commute and New Freedom Program – Alicia Wilson, Regional Equity Program Manager, MPO Staff**

A. Wilson provided an overview of FTA's Job Access and Reverse Commute (JARC) and New Freedom programs. The goal of JARC is to improve access to transportation for low-income individuals and reverse commuters. The goal of New Freedom is to provide access to transportation beyond the requirements of the Americans with Disabilities Act. For projects to receive funding through these programs, the MPO to which applicants apply must have a Coordinated Human Services Transportation (CHST) Plan. The Boston Region MPO approved its CHST Plan last summer. Applications approved by the MPO are then forwarded to EOT where they will be evaluated in a competitive grant process.



The MPO began its solicitation of applicants for FFY 2007 funds in May by releasing flyers, a press release, legal notices, and an announcement on the MPO's listserve, *MPOinfo*. MPO staff held a workshop for applicants on June 8. By the June 26 deadline for applications, the MPO received three applications for JARC funding (totaling \$244,850) and nine applications for New Freedom funding (totaling \$1.079 million). (See attached summary of applications.)

The following organizations requested JARC funding:

- 128 Business Council
- Greater Attleboro Taunton Regional Transit Authority (GATRA)
- MetroWest Regional Transit Authority (MWRTA)

The following organizations requested New Freedom funding:

- Cape Ann Priority, Inc. (CAPI)
- Cape Ann Transportation Authority (CATA)
- Greater Attleboro Taunton Regional Transit Authority (GATRA)
- Greater Lynn Senior Services (GLSS)
- Human Service Transportation Office, Executive Office of Health and Human Services (EOHHS)
- MetroWest Regional Transit Authority (MWRTA)
- Mystic Valley Elder Services
- New England Chapter of Paralyzed Veterans of America (NEPVA)
- Bill's Taxi Service, Inc.

Several applicants voiced support for their organizations' proposals:

Debra Freed, NEPVA, thanked the MPO members for their support of an application NEPVA presented last year. She then spoke regarding her organization's current proposal to purchase and operate an accessible vehicle for transporting disabled veterans to medical appointments and social events. She noted that the Veterans Administration vehicles that provide transportation to medical appointments are mostly non-accessible. Other transportation options, such as taxi and ambulance services, can be expensive. NEPVA provides sports program for disabled veterans, and this grant will enable the organization to provide transportation to those events.

Christine Newhall, Human Service Transportation Office, EOHHS, spoke regarding her agency's proposal to conduct an analysis and planning study of the regional brokerage system and ways to coordinate mobility management strategies to address the needs of disabled and low-income individuals. She noted that her agency would like to position itself to accommodate the needs of other human services agencies.

Archer O'Reilly and A. J. Petrella, CAPI, provided more information on CAPI's proposal to start a transportation service for seniors and visually impaired persons using the Independent Transportation Network (ITN) model. This grant would be used to purchase ITN software, enable CAPI to become an ITN affiliate (CAPI has already received a letter of acceptance from ITN), and for CAPI to begin providing service. Within five

years, CAPI would be a self-supporting charity. In response to members' questions, A. J. Petrella stated that the new service would complement existing paratransit service in the Cape Ann area, and it would not be a redundant service. Regarding cost to customers, A. O'Reilly stated that the service would be less expensive than a taxi service. Also, discounts would be available to customers who ride-share or schedule in advance, and through the operation of a ride bank system.

Lynn Ahlgren, MWRTA, spoke about the MWRTA's proposal to fund a mobility manager position and provide services to mitigate the transition in the MetroWest region from THE RIDE service to a paratransit service offered by the MWRTA. The grant would support the start of a subscription service that will provide paratransit service to high-demand areas. The MWRTA would also work to increase coordination between the MBTA and MWRTA services, and provide educational activities for seniors transitioning to using paratransit.

Jacquelyn Dunlop, GLSS, spoke regarding GLSS's application. The grant would help GLSS develop a mobility management capability for addressing the needs of seniors who are not eligible for THE RIDE.

It was noted that the application from Bill's Taxi Service, Inc., arrived after the deadline for receipt of proposals.

A motion to recommend to EOT three JARC applications – from the 128 Business Council, GATRA, and MWRTA – was made by M. Pratt, and seconded by G. Esty. The motion passed unanimously.

A motion to recommend to EOT the New Freedom applications received from CAPI, CATA, GATRA, GLSS, EOHHS, MWRTA, Mystic Valley Elder Services, and NEPVA was made by C. Stickney, and T. Bent. The motion passed unanimously.

**9. Work Program for Inner Suburban Mobility Study** – *Karl Quackenbush, Deputy Technical Director, and Liz Moore, Manager of Transit Service Planning, MPO Staff* Members received the work program for the *Inner Suburban Mobility Study*. (See attached.) K. Quackenbush provided an overview of the proposed study.

MPO staff would examine current and possible future transit service in the inner suburbs inside and along Route 128, considering patterns of demand, the location and configuration of existing service, and whether the existing configurations are most appropriate for the transit needs of the area. While existing service is largely radial (from the urban core outward), commuting patterns have changed over the years with more trips occurring between suburbs, and new activity centers have emerged.

MPO staff will review the findings of studies from other metropolitan areas that have dealt with suburb-to-suburb transit service, conduct a market analysis, and consider ideas for possible new transit services and institutional arrangements that would better serve the demand. The study will not produce highly specific recommendations, but members

will be provided with information that will help them determine if a more in-depth analysis is required. The study will take five months and cost \$75,000 in 3C Planning funds.

In response to members' questions, K. Quackenbush further explained that the study would be at the conceptual level and largely focused on ways to better coordinate the suburban bus network. When a member recommended that community input be obtained, K. Quackenbush noted that Task 3 of the work program identifies this activity.

D. Koses commented that the MPO should not be considering adding new transit service or removing existing service at this time.

A motion to approve the work program for the *Inner Suburban Mobility Study* was made by T. Bent, and seconded by C. Stickney. The motion passed unanimously.

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

A motion to approve the minutes of the June 18 meeting was made by T. Bent, and seconded by M. Pratt. The motion passed unanimously.

Members deferred their approval of the minutes of the June 25 meeting until the July 30 meeting in order to provide staff time for an additional review of the action regarding development of Option Two for the TIP.

**11. Members Items**

There were none.

**12. Adjourn**

A motion to adjourn was made by E. Bourassa, and seconded by G. Esty. The motion passed unanimously.

**Transportation Planning and Programming Committee Meeting Attendance**  
**Thursday, July 23, 2009, 9:00 AM**

**Member Agencies**

EOT  
  
City of Boston  
City of Newton  
City of Somerville  
  
Federal Highway  
Administration  
MAPC  
  
MassHighway  
MassPike  
  
MassPort  
MBTA  
MBTA Advisory Board  
Regional Transportation  
Advisory Council  
  
Town of Bedford  
Town of Braintree  
Town of Framingham  
Town of Hopkinton

**Representatives and Alternates**

David Mohler  
Clinton Bench  
Thomas Kadzis  
David Koses  
Thomas Bent  
  
Michael Chong  
  
Marc Draisen  
Eric Bourassa  
Jim Gallagher  
Stephen Woelfel  
John Romano  
Bill Tuttle  
Lourenço Dantas  
Joe Cosgrove  
Paul Regan  
Malek Al-Khatib  
Sue McQuaid  
Steve Olanoff  
Richard Reed  
Christine Stickney  
Ginger Esty  
Mary Pratt

**MPO Staff/CTPS**

Michael Callahan  
Maureen Kelly  
Anne McGahan  
Hayes Morrison  
Sean Pfalzer  
Karl Quackenbush  
Arnie Soolman  
Alicia Wilson  
Pam Wolfe

**Other Attendees**

Lynn Ahlgren  
  
Cory Atkins  
Roland Bartl  
Arlen De Vos  
Don DiMartino  
Jacquelyn Dunlop  
Debra Freed  
  
Jack Gillon  
Dennis Harrington  
Chris Hart  
  
Heather Hume  
Kristina Johnson  
Judy LaRocca  
Dave Libby

MetroWest Regional Transit  
Authority  
State Representative  
Town of Acton  
Cape Anne Priority, Inc.  
Town of Bellingham  
Greater Lynn Senior Services  
New England Chapter of  
Paralyzed Veterans of America  
City of Quincy  
City of Quincy  
Institute for Human Centered  
Design  
Greater Lynn Senior Services  
City of Quincy  
Town of Concord  
Greater Lynn Senior Services

|                   |  |
|-------------------|--|
| Rich Marlin       | Massachusetts Building Trades<br>Council   |
| Alan Moore        | Somerville Bike Committee  |
| Christine Newhall | Human Service Transportation<br>Office, Executive Office of<br>Health and Human Services |
| Margaret O'Meara  | Parsons Brinckerhoff   |
| Archer O'Reilly   | Cape Anne Priority, Inc.   |
| Mary Anne Padien  | Office of State Senator Karen<br>Spilka  |
| A. J. Petrella    | Cape Anne Priority, Inc.   |
| Mike Rademacher   | Town of Arlington  |
| Ellin Reisner     | Somerville Transportation Equity<br>Partnership  |
| Karen Spilka      | State Representative   |
| Kristen Torrance  | Parsons Brinckerhoff   |
| Jenny Vanasse     | Mystic Valley Elder Services   |
| Sheri Warrington  | Office of State Senator Thomas<br>McGee  |
| Laura Wiener      | Town of Arlington  |
| Dick Williamson   | Massachusetts Community Path<br>Alliance   |
| Tom Yardley       | Medical Academic and Scientific<br>Community Organization                                |
| Matt Zahler       | A Better City  |
| Wig Zamore        | Somerville Transportation Equity<br>Partnership/Mystic View Task<br>Force                |

## Boston MPO RTP Allocation Spreadsheet

|   |                     |                      |                      |                      |                      |                        |
|---|---------------------|----------------------|----------------------|----------------------|----------------------|------------------------|
| <b>Total MPO Discretionary Program</b>    | <b>\$56,720,000</b> | <b>\$331,500,000</b> | <b>\$489,420,000</b> | <b>\$699,540,000</b> | <b>\$858,960,000</b> | <b>\$2,436,140,000</b> |
| <b>Highway Expansion</b>                  | <b>\$17,000,000</b> | <b>\$195,517,961</b> | <b>\$208,922,077</b> | <b>\$416,120,000</b> | <b>\$569,541,000</b> | <b>\$1,407,101,038</b> |
| Route 128 Add-A-Lane                      | \$17,000,000        | \$112,000,000        | \$20,000,000         |                      |                      | \$149,000,000          |
| Crosby's Corner                           |                     | \$72,000,000         |                      |                      |                      | \$72,000,000           |
| Route 18                                  |                     | \$11,517,961         |                      |                      |                      | \$11,517,961           |
| Middlesex Turnpike                        |                     |                      | \$27,328,000         |                      |                      | \$27,328,000           |
| East Boston Haul Road                     |                     |                      | \$19,995,787         |                      |                      | \$19,995,787           |
| Sullivan Square                           |                     |                      | \$41,554,290         |                      |                      | \$41,554,290           |
| Braintree Split                           |                     |                      | \$51,264,000         |                      |                      | \$51,264,000           |
| Route 85                                  |                     |                      | \$11,956,000         |                      |                      | \$11,956,000           |
| Bridge Street                             |                     |                      | \$14,233,000         |                      |                      | \$14,233,000           |
| New Boston Street Bridge                  |                     |                      | \$6,405,000          |                      |                      | \$6,405,000            |
| Route 139                                 |                     |                      | \$10,177,000         |                      |                      | \$10,177,000           |
| Montvale Avenue                           |                     |                      | \$4,839,000          |                      |                      | \$4,839,000            |
| Route 53                                  |                     |                      | \$1,170,000          |                      |                      | \$1,170,000            |
| Rutherford Avenue                         |                     |                      |                      | \$78,803,000         |                      | \$78,803,000           |
| I-93/I-95 Interchange (North)             |                     |                      |                      | \$337,317,000        |                      | \$337,317,000          |
| I-93/I-95 Interchange (South)             |                     |                      |                      |                      | \$421,421,000        | \$421,421,000          |
| Route 1                                   |                     |                      |                      |                      | \$148,120,000        | \$148,120,000          |
| <b>Transit Expansion ("Flex")</b>         | <b>\$0</b>          | <b>\$11,699,000</b>  | <b>\$246,197,000</b> | <b>\$0</b>           | <b>\$0</b>           | <b>\$257,896,000</b>   |
| Assembly Square Orange Line               |                     | \$11,699,000         |                      |                      |                      | \$11,699,000           |
| Green Line to MVP (Rte. 16)               |                     |                      | \$185,031,000        |                      |                      | \$185,031,000          |
| Wonderland Parking Garage                 |                     |                      | \$61,166,000         |                      |                      | \$61,166,000           |
| <b>Amount Available for Non-Expansion</b> | <b>\$39,720,000</b> | <b>\$124,283,039</b> | <b>\$34,300,923</b>  | <b>\$283,420,000</b> | <b>\$289,419,000</b> | <b>\$771,142,962</b>   |
| <b>Enhancements/Bikes</b>                 | <b>\$3,850,000</b>  | <b>\$5,563,846</b>   |                      |                      |                      |                        |
| South Bay Harbor Trail                    | \$3,850,000         |                      |                      |                      |                      |                        |
| Community Path, Phase 1                   |                     | \$3,487,611          |                      |                      |                      |                        |
| Ipswich Green                             |                     | \$1,076,235          |                      |                      |                      |                        |
| Cambridge Common                          |                     | \$1,000,000          |                      |                      |                      |                        |
| <b>CMAQ Program</b>                       | <b>\$2,000,000</b>  | <b>\$6,000,000</b>   |                      |                      |                      |                        |
| <b>Roadways</b>                           | <b>\$28,937,360</b> | <b>\$16,454,980</b>  |                      |                      |                      |                        |
| Pulaski Boulevard                         | \$13,006,510        |                      |                      |                      |                      |                        |
| Rte. 99                                   | \$2,434,140         |                      |                      |                      |                      |                        |
| Rte. 128/Rte. 35 & Rte. 62                | \$13,496,710        | \$12,485,290         |                      |                      |                      |                        |
| Massachusetts Ave.                        |                     | \$2,650,000          |                      |                      |                      |                        |
| Beacon St.                                |                     | \$1,319,690          |                      |                      |                      |                        |
| <b>Intersections</b>                      | <b>\$4,810,890</b>  | <b>\$0</b>           |                      |                      |                      |                        |
| Rte. 53/Middle St.                        | \$2,275,820         |                      |                      |                      |                      |                        |
| Rte. 2A/Waltham St.                       | \$1,611,950         |                      |                      |                      |                      |                        |
| Pleasant St./Morse St.                    | \$923,120           |                      |                      |                      |                      |                        |
| <b>Already Accounted for in the TIP</b>   | <b>\$39,598,250</b> | <b>\$28,018,826</b>  |                      |                      |                      |                        |
| <b>Programmable in the RTP</b>            | <b>\$121,750</b>    | <b>\$96,264,213</b>  | <b>\$34,300,923</b>  | <b>\$283,420,000</b> | <b>\$289,419,000</b> | <b>\$771,142,962</b>   |

**Accelerated Bridge Program Projects over \$10M**

| Project          |        |   | Cost (if available) |
|------------------|--------|---|---------------------|
| Boston/Cambridge | 604361 | Longfellow Bridge                                 | \$254,125,000       |
| Boston           |        | Cambridge St over Charles River                   | \$15,930,000        |
| Boston           |        | North Harvard St over Charles River               | \$15,870,000        |
| Boston           |        | Route 2 over Solders Field Rd                     | \$25,860,000        |
| Boston           |        | Casey Overpass over Washington St                 | \$28,370,000        |
| Boston           |        | Route 3A (Morrissey Blvd) over Neponset River     | \$30,860,000        |
| Boston           |        | Storrow Drive westbound over Storrow Dr eastbound | \$12,900,000        |
| DCR              |        | DCR Bridge Preservation Program                   | \$100,000,000       |
| Everett/Medford  |        | Revere Beach PKWY over the Malden River           | \$41,320,000        |
| Ipswich          |        | Route 1A over the MBTA                            | \$10,711,115        |
| Medford          |        | Main Street (Route 38) over Mystic River          | \$11,620,000        |
| Quincy/Weymouth  | 604382 | Route 3A over the Fore River                      | \$242,592,000       |
| Revere           |        | Revere Beach PKWY over MBTA                       | \$31,030,000        |
| Revere           |        | Blue Lane and Revere Beach PKWY                   | \$10,000,000        |
| Somerville       |        | Route 28 over Washington St                       | \$22,910,000        |

**Bridge Projects over \$10M**

| Project           |        |  | Cost (if available) |
|-------------------|--------|--|---------------------|
| Boston            | 604517 | Chelsea St Bridge                                | \$69,000,000        |
| Boston            | 603370 | Route 99 over Mystic River                       | \$58,000,000        |
| Dedham            | 603206 | Route 128 Add-a-Lane Bridge (contract IV)        | \$46,000,000        |
| Lynn/Saugus       | 26710  | Temporary Bridge Route 107 over the Saugus River | \$13,600,000        |
| Needham/Wellesley | 603711 | Route 128 Add-a-Lane Bridge (contract V)         | \$55,000,000        |

**Roadway Projects over \$10M (non-expansion)**

| Project         |        |                                      | Cost (if available) |
|-----------------|--------|--------------------------------------|---------------------|
| Bellingham      | 602493 | Pulaski Blvd                         | \$13,006,510        |
| Danvers/Peabody | 87612  | Route 128 at Route 35 and Route 62** | \$34,982,000        |

### Additional Expansion Highway Projects In Other MPOs

| Project   | Cost (if available) |
|---|---------------------|
| Merrimack Valley – Tri-Town Interchange                     |                     |
| Central Mass – I-90/I495 (Westborough and Hopkinton)        |                     |
| Central Mass – I-495/Route 9 (Westborough and Southborough) |                     |

### Bicycle Projects with Earmarks or Those over \$10 Million

| Project   | Cost (if available) |
|---|---------------------|
| Assabet River Rail Trail (earmark \$1,349,851)  | \$20,000,000        |
| Bruce Freeman Rail Trail (transportation enhancement funds anticipated pending inclusion in Plan (\$500,000)) | \$20,000,000        |
| Border to Boston Bikeway (earmark for \$899,901)  | \$42,500,000        |



**PROJECTS IN THE TRANSPORTATION IMPROVEMENT PROGRAM UNIVERSE WITH PRC APPROVAL  
WITH COSTS OVER \$10,000,000**

| <b>Project</b>   | <b>Location</b>                 | <b>Cost</b>   | <b>Currently Listed<br/>in Plan</b> |
|--|---------------------------------|---------------|-------------------------------------|
| Bridge Street (Beverly/Salem Bridge)                   | Salem                           | \$10,000,000  | Y                                   |
| Route 27 (North Main Street)                           | Natick                          | \$10,129,579  | N                                   |
| Lechmere Station Relocation and<br>Expansion           | Cambridge                       | \$11,120,000  | N                                   |
| Massachusetts Avenue Bridge                            | Boston                          | \$12,000,000  | N                                   |
| Route 93 Lighting                                      | Somerville & Medford            | \$12,250,429  | N                                   |
| Route 107 (Fox Hill) Bridge                            | Lynn & Saugus                   | \$13,600,000  | N                                   |
| Pulaski Boulevard, Phase 1                             | Bellingham                      | \$13,006,510  | N                                   |
| Route 1/Walnut Street                                  | Saugus                          | \$18,525,078  | N                                   |
| Middlesex Turnpike Improvement Project,<br>Phase Three | Bedford, Billerica & Burlington | \$19,120,000  | Y                                   |
| Concord Rotary (Routes 2/2A/119)                       | Concord                         | \$31,000,000  | Y                                   |
| Route 2A (Marrett Road) Bridge                         | Lexington                       | \$21,087,700  | N                                   |
| I-495/I-290 Interchange                                | Hudson & Marlborough            | \$25,000,000  | Y                                   |
| Border to Boston Bikeway                               | Danvers                         | \$26,269,150  | N                                   |
| Route 128 Interchanges Phase 2                         | Danvers & Peabody               | \$34,982,000  | N                                   |
| Revere Beach Parkway Bridge                            | Everett & Medford               | \$41,320,000  | N                                   |
| Route 1  | Malden, Revere, Saugus          | \$65,563,620  | Y                                   |
| Route 3A (Washington Street) Bridge                    | Quincy & Weymouth               | \$255,360,000 | N                                   |
| Longfellow Bridge                                      | Boston & Cambridge              | \$267,500,000 | N                                   |

**PROJECTS CURRENTLY PROGRAMMED IN THE TRANSPORTATION IMPROVEMENT PROGRAM WITH COSTS OVER \$10,000,000**

| <b>Project</b>                              | <b>Location</b>                  | <b>Cost</b>  | <b>Currently Listed<br/>in Plan</b> |
|---|----------------------------------|--------------|-------------------------------------|
| Route 128 Improvement Program<br>Contract 4 | Canton, Randolph & Westwood      | \$61,000,000 | Y                                   |
| Route 128 Improvement Program<br>Contract 5 | Dedham, Needham & Westwood       | \$72,000,000 | Y                                   |
| Route 128 Improvement Program               | Needham & Wellesley              | \$53,219,389 | Y                                   |
| Middlesex Turnpike Phase II                 | Bedford, Billerica, & Burlington | \$13,438,679 | Y                                   |
| Pulaski Boulevard                           | Bellingham                       | \$13,006,510 | N                                   |
| Route 128 at Routes 35 & 62                 | Danvers & Peabody                | \$34,982,000 | N                                   |
| Route 18 Roadway Improvements               | Weymouth                         | \$26,100,000 | Y                                   |
| Route 2 (Crosby's Corner)                   | Concord & Lincoln                | \$71,943,985 | Y                                   |

**JARC PROPOSALS MAY-JUNE 2009 SOLICITATION**

| Applicant   | Project Description   | Project Type | Requested        | Match                     | Target Population  | Service Area  | Need/Strategy Identified in CHST Plan   | Coordination                  | Partners   | Implementation   | Regional Potential | Other  |
|---|---|--------------|------------------|---------------------------|--|---|---|-------------------------------|--|--|--------------------|--|
| <b>128 Business Council</b>   | Operate shuttle bus services linking businesses, educational, and health institutions in the South Street Corridor in Waltham with the Fitchburg and Framingham commuter rail lines as well as the MBTA Green Line. This service will also connect with existing 128 Business Council shuttles.   | Operating    | \$80,850         | Funds from partners       | Service workers (usually low-income) at Brandeis University, Children's Hospital, and office parks, low-income apartment dwellers, individuals living in the Moody Street area of Waltham to get to/from Green Line. | Waltham, Newton, other communities in the MBTA service area | Regional connections. Currently, no connection from the Green Line to the Waltham area and no connection to Framingham commuter rail line.      | MBTA, MWRTA, service agencies | Waltham/West Suburban YMCA (letter). Brandeis University (letter), Children's Hospital, Berkley Investments (apartment complex/office park (letter), Charlesgate Apartments, Longview Apartments | The service will be sub-contracted to an ICC-licensed carrier, utilizing an accessible vehicle. Prior to implementation, all local service agencies will participate in a training session to ensure they have the tools to explain how the service works. | Yes                |  |
| <b>Greater Attleboro-Taunton RTA</b> (Received a JARC grant in 2008 to provide additional transit service to low-income workers in Franklin and Bellingham) | Run a peak period shuttle from Pembroke to the Kingston commuter rail line to enhance opportunities for people to access employment and training. The service would be subscription call-in on a first come, first served basis.  | Operating    | \$24,000         | MBTA Assessment           | Does not specify   | Pembroke  | Regional connections  |                               | Pembroke   | Will solicit a request for proposals to operate the service if the town is not in a position to provide the services.  | No                 | Shuttle service is not reverse commute and does not necessarily serve those with low incomes |
| <b>MetroWest RTA</b> (Received a JARC capital grant in 2008 to buy vehicles for this service)   | Provide funds for the portion of second year service not funded by the MPO's Suburban Mobility program for the Route 1 Green Line Shuttle. This service links the MetroWest region to the MBTA service area via the Woodland Green Line station. Stops include the Newton-Wellesley Hospital, the Natick Collection shopping mall, and the Flutie Pass park and ride lot. | Operating    | \$140,000        | State contract assistance | Low-income workers in both the MWRTA and MBTA service areas. Reverse commuters from the MBTA service area to the MWRTA service area  | MWRTA and MBTA regions                                      | Fills service gap between Framingham and the MBTA Green Line, reverse commute. Improves access to existing services and intermodal connections. | MBTA, MWRTA                   | MetroWest Chamber of Commerce (letter), MetroWest Growth Management Committee (letter)   | The service began in March 2009. Funding will allow the agency to continue full operations for a second year.  | Yes                |  |
| <b>TOTAL REQUESTED</b>  |   |              | <b>\$244,850</b> |                           |  |   |   |                               |  |  |                    |  |
| <b>TOTAL BOSTON UZA BUDGET</b>  |   |              | <b>\$939,657</b> |                           |  |   |   |                               |  |  |                    |  |

**NEW FREEDOM PROPOSALS MAY-JUNE 2009 SOLICITATION (page 1 of 4) (Note that mobility management is defined by law as an eligible capital expense)**

| Applicant                                | Project Description   | Project Type | Requested | Match   | Target Population   | Service Area  | Need/Strategy Identified in CHST Plan  | Coordination   | Partners   | Implementation  | Regional Potential | Other   |
|--|---|--------------|-----------|---|---|---|--|--|--|---|--------------------|---|
| <b>Cape Ann Priority, Inc (CAPI)</b>     | Will institute automobile transportation for seniors and people with visual impairments through the Independent Transportation Network (ITN) service model. (ITN is FTA's model for economically sustainable senior transportation.) CAPI will be the first ITN affiliate in Massachusetts and will address the transportation needs by providing service twenty-four hours a day, seven days a week with a 20-minute response time to members. (Hannaford Market has agreed to subsidize trips to its locations.) The service area will include communities in the Boston and Merrimack Valley MPOs. Two-year grant period. Seeking \$3.6 million in federal Stimulus funds. | Operating    | \$217,309 | ITNAmerica (dependent on completed affiliation process), volunteers | Elderly and visually impaired   | <b>Boston Region MPO:</b> Gloucester, Ipswich, Rockport, Manchester, Essex, Wenham, Danvers, Beverly, Peabody, Marblehead, Salem, Hamilton<br><b>Merrimack Valley MPO:</b> Newburyport, Rowley, Boxford   | Expanded service coverage and hours over existing services. New model for service for this population  | ITNAmerica   | ITN America, North Shore Elder Services, Beverly Council on Aging, Eldercare Inc.  | Relies on CarTrade and car donations to provide vehicles for service          | Yes                | Has not completed the ITNAmerica Affiliation. No local endorsement letters. |
| <b>Cape Ann Transportation Authority</b> | Acquire web-based brokerage technology and other software capabilities to improve existing human service transportation management and coordination among both vendors and customers.   | Capital      | \$75,000  | CATA and HB Software Solutions in-kind services                     | Elderly, individuals with disabilities  | <b>Boston Region MPO:</b> Essex, Gloucester, Ipswich, and Rockport.<br><b>Merrimack Valley MPO:</b> Amesbury, Andover, Boxford, Georgetown, Groveland, Haverhill, Lawrence, Merrimac, Methuen, Newbury, Newburyport, North Andover, Rowley, Salisbury, West Newbury | Improved communication. CATA currently has no secure, web-based system to communicate with vendors which sometimes leads to an increase in the number of trip rejections and cancellations | Vendors who provide services to the clients of CATA's brokerage. | HB Software Solutions, a software company that developed the existing brokerage system and will make sure the web-based technology effectively functions with existing software. | Select a vendor through an RFP, interface with brokerage software, implement. | Yes                |   |
| <b>Cape Ann Transportation Authority</b> | Install five kiosks providing information on transit, paratransit, and taxi services for tourists, seasonal workers, and the general public within the service area. The kiosks give information on transit services to the traveling public at intermodal connection points  | Capital      | \$81,000  | CATA and HB Software Solutions in-kind services                     | Elderly, individuals with disabilities, tourist populations, seasonal workers during tourist season | (See above)   | Provide information  |  | HB Software Solutions  | Select a vendor through an RFP, interface with brokerage software, implement. | Yes                |   |

NEW FREEDOM PROPOSALS MAY-JUNE 2009 SOLICITATION (page 2 of 4)

| Applicant  | Project Description  | Project Type | Requested | Match                       | Target Population                            | Service Area   | Need/Strategy Identified in CHST Plan  | Coordination  | Partners  | Implementation  | Regional Potential | Other  |
|--|--|--------------|-----------|-----------------------------|--|--|--|---|---|---|--------------------|--|
| <b>Greater Attleboro-Taunton RTA</b> (2008 grant recipient to provide service in Duxbury and Marshfield) | Expand weekday demand response service hours and institute limited Saturday service for the elderly and people with disabilities in Pembroke.  | Operating    | \$52,895  | MBTA assessment             | Senior citizens and people with disabilities | Pembroke   | Expanded hours and days of service   | GATRA Consumer Advisory Committee   | Town of Pembroke, Pembroke Council on Aging, Pembroke Veteran's Affairs   | No set implementation plan. If they receive funds, will see if the town can operate, if not, will develop an RFP for operating the service  | No                 |  |
| <b>Greater Lynn Social Services, Inc</b>   | Develop a regional mobility management capability to assist elders and adults with disabilities who are not able to access para-transit services or for whom para-transit services are not available to more fully participate in the community. Funding is requested to: (1) Develop a strategy for addressing barriers and gaps within the service area (Lynn, Lynnfield, Nahant, Saugus, and Swampscott) (2) Develop transportation options for traveling from the GLSS service area to communities in the catchment area of Beverly, Danvers, Marblehead, Peabody, Salem, Melrose, Wakefield, North Reading, and Reading. (3) Develop a coordinated plan for managing mobility among service areas, including communities served by GLSS and a pilot area (Stoneham, Melrose, and Wakefield) served by Mystic Valley Elder Services. | Capital      | \$144,219 | In-kind services, equipment | Senior citizens and people with disabilities | <b>Core Area:</b> Lynn, Lynnfield, Nahant, Saugus, Swampscott, <b>Catchment Area:</b> Beverly, Danvers, Marblehead, Melrose, North Reading, Peabody: <b>Pilot Area:</b> Stoneham, Melrose, and Wakefield | Expanded coverage area, Improved mobility management and existing services, and travel training. | Mystic Valley Elder Services, Aging Services Access Points, Councils on Aging | North Shore Independent Living Center (letter), Mystic Valley Elder Services (letter), Elder Service Plan of the North Shore (letter), North Shore Career Center (letter), North Shore Medical Center (letter), North Shore Elder Services, ADRC of the Greater North Shore | During a twelve-month period, GLSS will: perform a community assessment; update and catalog transportation options; develop a community education plan and a traveler counselor curriculum; install a centralized phone line; and implement and assess the pilot program. | Yes                | Serves people who are not covered by other programs; coordinates services across borders; has local support. |
| <b>Human Service Transportation Office, Executive Office of Health and Human Services</b>                | Conduct an in-depth evaluation and planning study of Massachusetts' Human Services Transportation regional brokerage system and ways to integrate additional coordination and mobility management strategies to address barriers and unmet transportation needs for people with disabilities and/or low income, and elders.  | Capital      | \$96,000  | In-kind staff support       | Low-income, people with disabilities         | Statewide (Over one-third of trips are made by individuals who live within the Greater Boston area.)   | Reduced duplication of services through coordination, mobility management                        |   | MassHealth (letter), Department of Mental Retardation (letter), Department of Public Health, RTAs, Executive Office of Elder Affairs (letter), Mass. Disability Employment Initiative (letter)  | Will develop a request for proposals and hire a consultant to perform the evaluation over a six-month period.   | Yes                |  |

NEW FREEDOM PROPOSALS MAY-JUNE 2009 SOLICITATION (page 3 of 4)

| Applicant   | Project Description  | Project Type | Requested | Match   | Target Population                                  | Service Area   | Need/Strategy Identified in CHST Plan  | Coordination | Partners   | Implementation  | Regional Potential | Other  |
|---|--|--------------|-----------|---|--|--|--|--------------|--|---|--------------------|--|
| <b>MetroWest RTA</b>  | Fund a mobility manager for a three-year period to improve efficiency and utilization of existing services. The manager will oversee the transition from THE RIDE services to services established by the MWRTA. Manager will identify and implement system improvements, including the development of subscription services, which will provide regularly scheduled trips to locations of high utility to those with disabilities. A subscription service will increase the number of riders per trip and will reduce the need to transfer from the MWRTA system to the MBTA system.  | Capital      | \$200,000 | State contract assistance (state RTA funding)   | Individuals with disabilities                      | MWRTA and MBTA service areas   | Mobility management including Improved communications, travel training, reduced duplication of services through coordination, improved intermodal connections. | MBTA, MWRTA  | MetroWest Center for Independent Living (letter)   |   | Yes                | MWRTA took over THE RIDE contract on July 1, 2009. The level of service riders receive has changed. Riders now need to transfer to THE RIDE to reach destinations within the MBTA service area. Manager will help ease the transition. |
| <b>Mystic Valley Elder Services</b> (Received a grant in 2008 for new and expanded access to demand-response transportation for older adults and adults with disabilities. The grant included research and planning for the service that this year's request will help to implement.) | Through the Mystic Valley Connect-A-Ride Alliance, provide new and expanded demand response transportation to older adults and adults with disabilities. Will implement the "Call A Ride" Mobility Management Model whereby an individual calls a central number to schedule trips rather than calling several numbers to find available service. A mobility manager will explain available options. A sedan will be dedicated to the pilot area.<br><br>Will Launch <i>TRIP Greater North Shore</i> , to supplement existing transportation resources by reimbursing operating costs for volunteers to drive individuals who cannot access available transportation and can no longer drive (24 hours a day, seven days a week) to the rider's chosen destination in the Melrose, Wakefield, and Stoneham service area. | Capital      | \$129,107 | Boston Foundation, MVES and/or other Alliance member unrestricted corporate reserves. | Low-income, elderly, individuals with disabilities | Everett, Malden, Medford, Melrose, Reading, North Reading, Stoneham, and Wakefield | Increased service hours and coverage, improve communications, travel training, mobility management.  | GLSS         | Councils on Aging in member communities, GLSS, SCM Transportation, Independent Living Center of the North Shore and Cape Ann (letters from all partners) | Implement a Call-A-Ride Mobility Management Model in Melrose, Wakefield, and Stoneham communities. The goal is to have these communities call a central number when their existing community transportation resources are unable to meet the requested transportation needs. Launch TRIP Greater North Shore, which will supplement existing transportation resources in the region by reimbursing volunteers to transport individuals who are unable to access available transportation resources and are no longer able to drive. This program will initially be piloted in Melrose, Stone, Wakefield, and North Reading. | Yes                | Coordinates services across service areas.   |

**NEW FREEDOM PROPOSALS MAY-JUNE 2009 SOLICITATION (page 4 of 4)**

| Applicant  | Project Description  | Project Type       | Requested          | Match            | Target Population          | Service Area        | Need/Strategy Identified in CHST Plan   | Coordination  | Partners | Implementation                                       | Regional Potential | Other |
|--|--|--------------------|--------------------|------------------|----------------------------|---------------------|---|---|----------|--|--------------------|-------|
| <b>New England Chapter Paralyzed Veterans of America</b> (Received a grant in 2008 to purchase one accessible vehicle. Wanted to buy two.) | To purchase and operate an accessible vehicle for medical appointments and NEPVA activities at a reduced charge or no charge. Transportation programs currently provided to veterans are mostly non-accessible vehicles, they must pay for services provided by either THE RIDE, if available, taxi services, or private ambulance services. | Capital, Operating | \$84,000           | In-kind services | Veterans with disabilities | Boston, New England | Increased service coverage and fills service gap with accessible vehicles for target population | Looking to coordinate with Voluntary Services at VA medical centers in Jamaica Plain and West Roxbury |          | Possible service area: Walpole, West Roxbury, Boston | Yes                |       |
| <b>TOTAL REQUESTED</b>   |  |                    | <b>\$1,079,530</b> |                  |                            |                     |   |   |          |  |                    |       |
| <b>TOTAL BOSTON UZA BUDGET</b>   |  |                    | <b>\$996,912</b>   |                  |                            |                     |   |   |          |  |                    |       |

**After Deadline**

| Applicant  | Project Description   | Project Type | Requested | Match            | Target Population             | Service Area          | Need/Strategy Identified in CHST Plan   | Coordination | Partners | Implementation  | Regional Potential | Other |
|--|---|--------------|-----------|------------------|-------------------------------|-----------------------|---|--------------|----------|---|--------------------|-------|
| <b>Bill's Taxi Service, Inc</b> (Proposal arrived on June 30, 2009, two workdays after the deadline) | To buy four accessible minivans to provide 24 hours a day, seven days a week service without reservations to fill in gaps in transportation for people with disabilities. Currently has one accessible vehicle. | Capital      | \$92,000  | In-kind services | Individuals with disabilities | Boston Urbanized Area | Increased service hours, expanded service coverage, improved accessibility of existing services |              | None     | Bill's is an established company. Could integrate new vehicles into existing fleet. | Yes                |       |



# BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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James A. Aloisi, Jr.  
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 Somerville

Town of Bedford

Town of Braintree

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

**DATE** July 16, 2009  
**TO** Transportation Planning and Programming Committee  
of the Boston Metropolitan Planning Organization  
**FROM** Arnold J. Soolman, CTPS Director  
**RE** Work Program for: Inner-Suburban Mobility Study

### ACTION REQUIRED

Review and approval

### PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Metropolitan Planning Organization vote to approve the work program for Inner-Suburban Mobility Study in the form of the draft dated July 16, 2009.

### PROJECT IDENTIFICATION

#### Unified Planning Work Program Classification

Planning Studies

#### CTPS Project Number

11362

#### Client

Metropolitan Planning Organization

#### CTPS Project Supervisors

*Principal:* Elizabeth Moore

*Manager:* Annette Demchur

#### Funding

EOT §5303 3C Transit Planning Contract #MA-80-0003



## IMPACT ON MPO WORK

This is MPO work and will be carried out in conformance with the priorities established by the MPO.

## BACKGROUND

Decentralization of population and employment over the last several decades has resulted in changes in travel patterns. In the Boston metropolitan area, the inner-suburban communities inside and along the Route 128 beltway have witnessed substantial growth in residential, commercial, and medical facility development. This has resulted in a significant increase in inter-suburban travel. Additionally, many inner-suburban communities are embracing smart-growth principles, which will lead to increased population and employment density in these growth areas in suburban centers and regional hubs.

Existing MBTA transit services are predominantly radially oriented (for travel to and from Boston), and inter-suburban transit service is mostly limited to intermediate points along these routes. The establishment of transit services that promote inter-suburban connectivity and directly serve densely developed suburban residential, commercial, educational, and medical centers would improve mobility for people whose transportation needs are not met by the existing transit network, and it would provide an alternative to the private automobile. Linking inter-suburban transit to the existing transit network might also facilitate reverse-commute trips by residents of the urban core.

## OBJECTIVE

The objective of this study is to determine the potential for new suburban transit service to link suburban activity centers in common travel corridors and connect to the existing transit network. This service would provide improved circumferential connectivity and numerous suburb-to-suburb travel options that would require at most one transfer, and could potentially lead to reduced dependence on the private automobile. Inter-suburban transit service could be supportive of the regional goals of increasing environmental sustainability, accommodating economic development, promoting growth management, and increasing transit-oriented development.

Since the scope of this task will cover all the inner-suburban municipalities in the Boston Region MPO area, and the project funding is not sufficient to allow for detailed ridership projections, the potential new services will be described at a conceptual level (identifying major activity centers, transportation hubs, and travel corridors to be served; examining potential service delivery standards; and investigating institutional arrangements which may be required to successfully implement these services). These concepts can then be reviewed by the Transportation Planning and Programming Committee to determine whether more-in-depth analyses should be performed.

## WORK DESCRIPTION

### Task 1 Review Findings of Previous Suburban Transit Studies

Project staff will review available resources related to suburban transit in order to develop a framework for determining the nature of suburban transit services that might be successful in the inner suburbs. The review will be designed to yield answers to the following questions.

- What has been the experience in implementing suburban transit and, specifically, inter-suburban transit? What factors are important in planning such services?
- What factors govern the success of such services? What types of development appear to be necessary to support suburban transit services? What other factors—service hours, reliability, marketing, sponsorship, frequency, route location, route length—are critical to the success of these services?
- What are the institutional issues involved in providing inter-suburban transit?
- What are the market(s) that could be served: commuters, health and human services trips, shopping trips, or other kinds of non-work trips?

The review will include a survey of local, national, and international studies and services. The local studies will include: *Suburban Transit Opportunities Study: Phase I* (2004), *Regionwide Suburban Transit Opportunities Study: Phase II* (2005), the MBTA's *Program for Mass Transportation* (2009), *MBTA Reverse Commuting Study* (2001), and other less formal reviews. The national studies will include several studies published by the Transportation Research Board: *Guidelines for Enhancing Suburban Mobility Using Public Transportation* (1999), *Guidebook for Evaluating, Selecting, and Implementing Suburban Transit Services* (2006), and *Innovative Suburb-to-Suburb Transit Practices* (1995).

The review will also include informal surveys of staff of other, peer MPOs and transit properties to collect information about their experiences in providing inter-suburban transit services. Information will be collected about the types of vehicles used, service frequency, span of service, costs, coverage, and institutional issues.

The findings of this task will be used to define factors that should be considered in planning new suburban transit services and to investigate potential service delivery standards.

***Product of Task 1***

Technical memorandum summarizing findings in the literature and applicable factors to consider in planning potential transit services in the Boston area inner suburbs.

**Task 2 Screen Potential Target Markets**

While suburban development patterns have resulted in lower average densities of traditional trip-generating development, there are still some areas of relatively dense population, employment, and other trip generators. This task will identify areas in the inner suburbs where trip-generating densities are highest by analyzing the following characteristics.

- Residential population densities and transit dependency: Areas with the highest population densities and those with the highest concentrations of people who may be transit dependent represent areas where transit services could be targeted. Data concerning household income, auto ownership, minority status, limited English proficiency status, age, and disability status will be used to identify populations most likely to be transit-dependent.
- Employment densities: Large suburban employment centers generate many trips within and between suburbs, mainly in the peak periods, and are potential target areas for transit service. The location of employment centers, combined with information concerning residential population densities and U.S. census journey-to-work data, can be used to identify travel corridors.
- Locations of other activity generators: Downtown business centers, shopping centers, colleges or universities, hospitals and medical centers, and government services centers are all trip-generating centers.
- MAPC population and employment forecasts for the area, including proposed MetroFuture development, along with any data on major developments since the 2000 census.
- Existing transit centers: Connections with commuter rail and rapid transit stations may facilitate single-transfer circumferential and reverse-commute travel that is currently not possible on the existing transit network.

This information will be combined to produce maps showing the locations of existing and potential future major trip generators, transit facilities, and proposed areas of future growth.

***Products of Task 2***

Maps depicting activity centers, target population centers, growth centers, and major transportation facilities

### **Task 3 Analyze Existing and Past Transit Service**

Project staff will identify existing transit services in the area, including those provided by the MBTA and regional transit authorities (RTAs), communities and community organizations, private carriers, and transportation management associations (TMAs). These services will be examined in terms of how they could be modified to serve the identified trip generators and improve inter-suburban connectivity.

In addition, staff will contact communities to solicit information on any local transportation studies that have been undertaken, and any past and possible future transit services. Transit services that were both successful and unsuccessful will be examined to ascertain factors that may contribute to successful inter-suburban transit.

Based on the information gathered, ideas for new services will be developed at the conceptual level.

#### ***Products of Task 3***

Map of existing transit services in relation to trip generators and a memorandum summarizing information obtained and presenting ideas for new services.

### **Task 4 Identify Service Parameters and Potential Institutional Arrangements**

On the basis of the findings of Tasks 1 and 3, staff will suggest service parameters that could be used to form the basis of a service delivery policy for inter-suburban transit.

Also based on information gathered in Tasks 1 and 3, staff will examine the institutions that are currently used to provide inter-suburban services in the Boston region, as well as those used in other parts of the U.S. and abroad. Suggestions will be made regarding the types of institutional arrangements that might be engaged to successfully implement the types of inter-suburban transit services suggested in Task 3.

#### ***Product of Task 4***

Technical memorandum summarizing potential service delivery standards, as well as the various types of possible institutional arrangements, highlighting those that could be the most successful for the types of potential services identified in Task 3.

### **Task 5 Prepare a Final Report**

Staff will consolidate the findings from the study in a draft report for review by the Transportation Planning and Programming Committee.

#### ***Product of Task 5***

Final report

**ESTIMATED SCHEDULE**

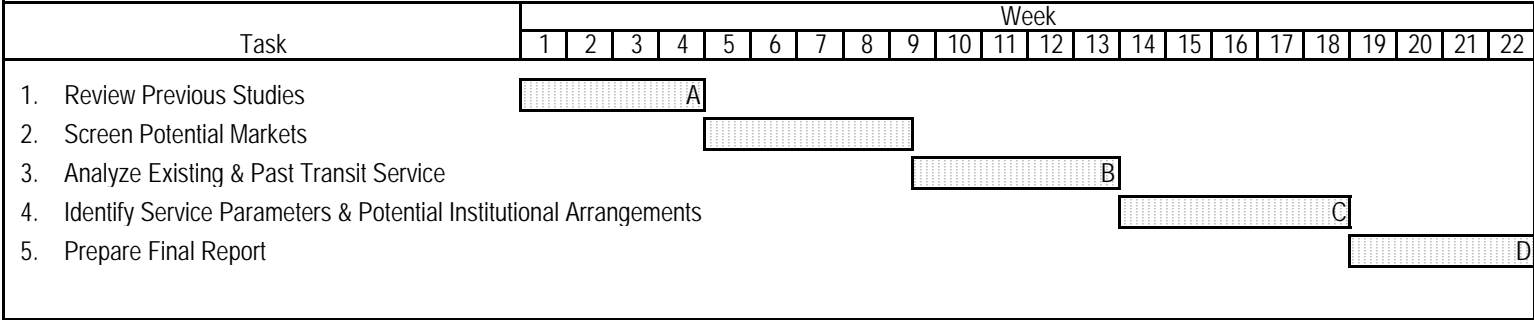
It is estimated that this project would be completed 22 weeks after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

**ESTIMATED COST**

The total cost of this project is estimated to be \$75,074. This includes the cost of 32 person-weeks of staff time, overhead at the rate of 88.99 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 2.

AJS/AD/ad

Exhibit 1  
 ESTIMATED SCHEDULE  
 Inner-Suburban Mobility Study



- Products/Milestones
- A: Technical memorandum no. 1
  - B: Technical memorandum no. 2
  - C: Technical memorandum no. 3
  - D: Final report

Exhibit 2  
 ESTIMATED COST  
 Inner-Suburban Mobility Study

|                                   |                 |
|-----------------------------------|-----------------|
| <b>Direct Salary and Overhead</b> | <b>\$74,874</b> |
|-----------------------------------|-----------------|

| Task  |            |            |            |             |            | Total       | Direct Salary   | Overhead (@ 88.99%) | Total Cost      |
|---|------------|------------|------------|-------------|------------|-------------|-----------------|---------------------|-----------------|
|   | M-1        | P-5        | P-4        | P-3         | P-1        |             |                 |                     |                 |
| 1. Review Previous Studies  | 1.0        | 0.0        | 0.0        | 3.0         | 0.0        | 4.0         | \$4,724         | \$4,204             | \$8,928         |
| 2. Screen Potential Markets   | 0.5        | 2.5        | 0.5        | 3.3         | 0.0        | 6.8         | \$8,812         | \$7,842             | \$16,655        |
| 3. Analyze Existing & Past Transit Service                            | 0.7        | 0.5        | 2.5        | 3.3         | 0.0        | 7.0         | \$8,389         | \$7,465             | \$15,855        |
| 4. Identify Service Parameters & Potential Institutional Arrangements | 2.0        | 1.5        | 1.5        | 4.0         | 0.0        | 9.0         | \$11,613        | \$10,335            | \$21,948        |
| 5. Prepare Final Report   | 1.0        | 0.0        | 1.0        | 3.0         | 0.2        | 5.2         | \$6,079         | \$5,409             | \$11,488        |
| <b>Total</b>  | <b>5.2</b> | <b>4.5</b> | <b>5.5</b> | <b>16.6</b> | <b>0.2</b> | <b>32.0</b> | <b>\$39,618</b> | <b>\$35,256</b>     | <b>\$74,874</b> |

|                           |              |
|---------------------------|--------------|
| <b>Other Direct Costs</b> | <b>\$200</b> |
|---------------------------|--------------|

|        |       |
|--------|-------|
| Travel | \$200 |
|--------|-------|

|                   |                 |
|-------------------|-----------------|
| <b>TOTAL COST</b> | <b>\$75,074</b> |
|-------------------|-----------------|

*Funding*  
 EOT \$5303 3C Transit Planning Contract #MA-80-0003