

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

April 1, 2010 Meeting

10:00 AM – 1:00 PM, State Transportation Building, Conference Rooms 2 and 3, 10 Park Plaza, Boston

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

Decisions

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

- approve the work program for the *Analysis of Silver Line Service to Airport Station and Chelsea*, amended to include modeling of an additional bus stop in Alternative 3
- recommend that the Job Access and Reverse Commute (JARC) and New Freedom Program applications received by the MPO be forwarded to MassDOT for further review and selection
- approve the changes to the MPO's Public Participation Program
- approve an administrative modification to the federal fiscal year (FFY) 2010 element of the FFYs 2010 – 2013 Transportation Improvement Program (TIP) to add the project for the *Visitor Center Renovation at Faneuil Hall Marketplace*
- approve an administrative modification to the FFY 2010 element of the FFYs 2010–2013 TIP to add a \$750,000 federal earmark and a \$406,296 federal earmark for the *Wonderland Station Intermodal* project, and not hold a public comment period
- circulate for public review a draft amendment to the FFY 2010 element of the FFYs 2010–2013 TIP, which adds a \$20 million grant for the *Wonderland Station TOD Plaza*, for a 15-day public comment period

Meeting Agenda

1. Public Comments

There were no public comments

2. Chair's Report – Clinton Bench, MassDOT

The MassDOT board meeting in Springfield has been cancelled. The board meeting in Framingham is scheduled for April 7 at 1PM.

3. Subcommittee Chairs' Reports – Eric Bourassa, Metropolitan Area Planning Council (MAPC), Paul Regan, MBTA Advisory Board, and Pam Wolfe, Manager of Certification Activities, MPO Staff

Applications for Clean Air and Mobility Program funding are due today. A meeting of the Subcommittee will be scheduled for the near future.

The Administration and Finance Subcommittee will be meeting within the next couple of weeks.

The Unified Planning Work Program (UPWP) Subcommittee will meet on April 15 at 1PM.

4. Regional Transportation Advisory Council – *Laura Wiener, Regional Transportation Advisory Council*

L. Wiener thanked the MPO staff for incorporating the Advisory Council's comments in the MPO's Public Participation Plan.

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

The Access Advisory Committee to the MBTA (AACT) sent letters to the chief executive officers of the 61 municipalities served by THE RIDE to alert them to a meeting regarding the issue of illegal parking in bus stops. Illegal parking affects the ability of people with disabilities to access buses. The officials or their designees were invited and encouraged to attend the meeting at the State Transportation Building, Conference Rooms 2 and 3, on April 21 at 10 AM. Janie Guion, MPO staff, may be contacted for more information.

The next UPWP Subcommittee meeting agenda will include a discussion of quarterly reports and projects that are candidates for funding next year.

6. Work Program for Analysis of Silver Line Service to Airport Station and Chelsea – *Karl Quackenbush, Deputy Director, CTPS*

Members were presented with the work program for the *Analysis of Silver Line Service to Airport Station and Chelsea* at the meeting of March 18. Staff provided a revised version incorporating suggested changes. (See attached.) The new scope includes references to the East Boston Bypass Road and Grand Junction Busway and a revised description of the re-routed MBTA bus route #112.

Staff also provided four maps showing the alternatives. (See attached.) K. Quackenbush provided an overview of the maps:

The map titled "Proposed Construction and Current Route of Bus 112" depicts the proposed East Boston Bypass Road in East Boston, the right-of-way of the Grand Junction Railroad in Chelsea (shown in orange on the map), and the existing bus route #112 (shown in yellow).

The map titled "Alternative 1: Bus 112 Via East Boston Bypass Road to Airport Station" depicts one proposal to be tested. In this alternative, there would be no change to the Chelsea portion of the route. In East Boston, the bus would travel on the East Boston Bypass Road and serve Airport Station directly.

The map titled “Alternative 2: New Silver Line #6 via East Boston Bypass Road and Grand Junction Busway,” shows a new Silver Line route traveling from South Station to Airport Station, then going over the East Boston Bypass Road in East Boston to a surface street in Chelsea, and then on to the Grand Junction Busway.

The map titled “Alternative 3: New Silver Line #6 to Bellingham Square via East Boston Bypass Road,” shows a Silver Line route differing from Alternative 2 in the Chelsea portion of the route. In Chelsea, the route would go on Central Avenue with the same routing as the existing bus #112. It would serve Bellingham Square, close to the Chelsea commuter rail station.

Members asked questions and made suggestions:

How many stops are there in East Boston on the existing bus route and the proposed bus route? (Jim Gillooly, City of Boston)

There are currently three stops at Curtis Street, Eagle Street, and Neptune Road. The Eagle Street stop has the most daily boardings (13 people). In Alternative 1, the Wood Island, Curtis Street, and Eagle Street stops would be eliminated. (K. Quackenbush and Jonathan Belcher, MPO staff)

Is there evidence of demand for Alternative 2 (a Silver Line service that connects the Chelsea commuter rail stop to Airport Station)? (David Koses, City of Newton)

The modeling will determine if there is a market for the service. (K. Quackenbush) MassDOT has the sense that there is a substantial market for a service between Chelsea and the Blue Line and a growing market between Chelsea and the South Boston waterfront. (C. Bench)

Would there be stops on the Silver Line between the Chelsea commuter rail stop and Airport Station? (David Koses, City of Newton)

In Alternative 2, there would be a stop in east Chelsea, near Central and Eastern Avenues and the Massport parking garage. (K. Quackenbush and C. Bench)

For Alternative 2 and 3, would the modeling be based on the assumption that there is no change to the Route 112 bus service and that the Silver Line service would be overlaid on the Route 112 service? Would the new Silver Line be serving the same people currently served by the 112 bus? (David Koses, City of Newton)

Yes. (K. Quackenbush) It would be assumed that the Route 112 service would run every 35 minutes as it does now. The new Silver Line would serve other people than the Route 112 bus does now. The Silver Line would run express on Central Avenue and the Route 112 bus would provide local service. (J. Belcher)

In Alternative 2 and 3, the Silver Line would not serve the airport terminals, correct? (C. Bench)

That is correct. (K. Quackenbush)

What are the cost differences between the alternatives? (Mary Pratt, Town of Hopkinton)
Staff will do estimates of the capital costs. (K. Quackenbush)

A motion to approve the work program for the *Analysis of Silver Line Service to Airport Station and Chelsea* was made by M. Pratt, and seconded by John Romano, MassDOT Highway Division.

During a discussion of the motion, J. Gillooly proposed changing the project description to include East Boston in the modeling analysis. He stated that it would be unfortunate if an extended Silver Line service had only one stop in East Boston at Airport Station and if the East Boston residential areas were not served. He suggested that there should be a stop mid-way between Airport Station and Chelsea. M. Pratt expressed agreement.

Lourenço Dantas, Massachusetts Port Authority, recommended that the study look at demand for a stop in the Day Square area. He noted that Massport is reconstructing the Neptune Road entrance to the airport, which would provide better connectivity to Wood Island station from the Greenway and create a more pleasant walking environment.

D. Koses expressed concern about having a Silver Line extension that skirts around neighborhoods. He cited the Silver Line service to South Boston as an example. C. Bench noted that the South Boston service was not implemented as originally planned due to challenges of setting up stops.

Members agreed that the suggested changes to the modeling would be a valid exercise. A. Soolman stated that staff should look at the work program budget to make sure the changes to the modeling can be accommodated. Jim Gallagher, MAPC, recommended that staff model the additional bus stop only in Alternative 3 to gauge demand and save on costs.

A motion to approve the work program for the *Analysis of Silver Line Service to Airport Station and Chelsea*, amended to include modeling of an additional bus stop in Alternative 3, was made by M. Pratt, and seconded by J. Romano. The motion passed unanimously.

7. Job Access and Reverse Commute and New Freedom Project Awards – Alicia Wilson, Regional Equity Manager, MPO Staff

Staff distributed an updated matrix describing the applications for funding through the Job Access and Reverse Commute (JARC) Program and New Freedom Program. (See attached.) The MetroWest Regional Transit Authority withdrew its application for New Freedom funding.

The MPO received applications for JARC funding from the following entities:

- Cape Ann Transportation Authority (CATA): Requesting \$76,500 (with in-kind services as the match) for a project to implement an Interactive Voice Response system

- Logan Transportation Management Association: Requesting \$92,984 over a three year period (with TMA dues as the match) to run an early morning shuttle from a low-income area of East Boston to Logan Airport
- MetroWest Regional Transit Authority: Requesting \$887,250 over a three year period (with state contract assistance as a match) to establish bus service connecting East Marlborough to employment locations (this project is a recommendation of an MPO study)
- Salem/North Shore Workforce Investment Board: Requesting \$258,905 for second year funding (with in-kind services as a match) for a subscription paratransit service providing access from North Shore towns to employment locations

The JARC requests total \$1.3 million. The total budget for the Boston Urbanized Area is \$3.2 million.

The MPO received applications for New Freedom funding from the following entities:

- Cape Ann Transportation Operating Company: Requesting \$59,885 (with state and local operating assistance, rental income, interest, and advertising as a match) for a shuttle to medical centers on the North Shore
- Greater Attleboro Taunton Regional Transit Authority/ Bill's Taxi (a public-private partnership): Requesting \$77,965 (with state operating assistance as a match) for an enhanced demand response service to medical and other facilities in the Foxborough area (an area not served by THE RIDE)
- Greater Lynn Senior Services, Inc.: Requesting \$179,698 for second year funding (with in-kind services as a match) for a project that develops an interactive transportation resource database to facilitate travel counseling and information and referral for customers
- Salem/North Shore Workforce Investment Board: Requesting \$258,905 for second year funding (with in-kind services as a match), for a subscription paratransit service providing access from North Shore towns to employment locations

The New Freedom requests total \$576,453. The total budget for the Boston Urbanized Area is \$2.26 million.

Staff and applicants addressed questions:

Is the Greater Attleboro Taunton Regional Transit Authority/ Bill's Taxi proposed service ancillary to THE RIDE or does it have to meet the federal standard for paratransit? (Paul Regan, MBTA Advisory Board)

It is an ancillary service. (A. Wilson)

Can the MetroWest RTA get support from the TMA? (M. Pratt)

The RTA has been working with the TMA, which is working with businesses along the corridor. Raytheon is a cash supporter of the program. (Lynn Ahlgren, MetroWest RTA)

Would CATA's JARC proposal be more appropriate for New Freedom funding? (D. Koses and Joe Cosgrove, MBTA)

It is eligible for both programs. (A. Wilson) The program will accommodate both JARC candidates and the elderly and disabled. People could book appointments for traveling to jobs or to medical facilities. (Bob Ryan, Cape Ann Transportation Operating Company)

Could CATA amend its proposal to allow for an extension of service hours for the proposed service? (B. Ryan)

It would be reasonable to apply for the extension. It is expected that there will be another solicitation for proposals this year. (A. Wilson and C. Bench)

Has the MBTA considered applying for these funds? (E. Bourassa)

The MBTA will be looking at applying for these funds, but in the past the MBTA has been constrained by the 20 percent match requirement. (J. Cosgrove)

David Mohler, MassDOT, now chairing the meeting, asked for clarification on whether in-kind matches were eligible. A. Wilson stated that she understood that they are, but will check.

A motion to recommend that the JARC and New Freedom applications received by the MPO be forwarded to MassDOT for further review and selection was made by P. Regan, and seconded by M. Pratt. The motion passed. MassDOT abstained.

8. Public Participation Program Amendment – Pam Wolfe, Manager of Certification Activities, MPO Staff

Members were provided with a draft of proposed changes to the public review draft revisions to the MPO's Public Participation Program. These new proposed changes are based on comments received from MPO members, the Federal Highway Administration (FHWA), and members of the public. A matrix summarizing public comments received, as well as the full comments, had been distributed prior to the meeting. (See attached.)

P. Wolfe noted that most of the public comments received were in regard to clarifying the conditions under which the MPO would waive its public comment period. The proposed changes include suggested text on this topic. Also, at the request of the FHWA, text was inserted to explain that if there are significant changes to an amendment after a public comment period is held, the MPO will provide additional opportunities for public comment, and to add specificity to the definition of an administrative adjustment and amendment. The changes also reflect a request from State Representative Alice Wolf that the MPO avoid conducting public comment periods and outreach during the December holidays, and a request from the Regional Transportation Advisory Council that the MPO explain the reason for waiving or holding a shortened public comment period in its public notice.

Members discussed the text change proposed by FHWA:

“An extended or and additional public comment period will be provided when a proposed amendment is significantly altered mid-way through the (for an extension) or after the close of the (for an additional) original public comment period. The length of an extended public comment period is an additional 15 days from the notification of the extension. An additional public comment period is 30 days from the notification of the additional period.”

J. Gallagher raised a question about what the MPO would consider a “significant change” in funding levels. Michael Chong, FHWA, stated that FHWA would not consider the changing of one or two projects in a draft document to be a significant change. J. Gallagher suggested adding language to better define how the MPO defines a significant change.

D. Mohler advised that the MPO determine what it considers a “significant change” through the process of setting a series of precedents.

J. Cosgrove recommended changing the language to state that the MPO “may” provide an extended public comment period rather than “will” provide an extended public comment period. P. Wolfe noted that the proposed text reflects federal guidance.

M. Pratt noted that the MPO must notify municipalities that have projects that would be affected by MPO actions. D. Mohler and P. Wolfe noted that it is the practice of MPO staff to always notify municipalities.

Members discussed the need for the language that would allow the MPO to alter an amendment mid-way through the public comment period. J. Gillooly remarked on the merits of having the flexibility to re-start a public comment period in cases, for example, in which the MPO might be informed that certain programmed projects could not go forward and funding would need to be reallocated, or if funds needed to be redirected following a disaster. J. Gillooly and Tom Kadzis, City of Boston, suggested that the text be revised to change the term “mid-way” to “during.” (Members agreed to this suggestion.)

J. Gillooly also suggested that the MPO could streamline the process for lengthening a public comment period to address changes in an amendment by deferring the final MPO vote and using the time between the Transportation Planning and Programming Committee’s vote and the MPO vote to publicize the changes to the amendment.

E. Bourassa stated that he thinks that even if the MPO changed only one project, that would constitute a significant change, and the MPO should hold a public comment period of at least 15 days. M. Pratt and D. Koses expressed agreement.

M. Pratt commented that some past situations in which the MPO had to make last minute changes to amendments could have been avoided if agencies had done their due diligence in researching whether projects would be able to go forward.

Members then discussed when the MPO should publish a public notice in newspapers. They agreed that the MPO would not publish a notice when waiving a public comment period, but that MPO staff would notify TIP contacts in all 101 municipalities in the region and post a notice on the MPO website. If a public comment period were shortened, the MPO would follow its regular public notice practice for a public comment period, including releasing a public notice in newspapers, and it would also explain the reason for abbreviating the comment period.

A motion to approve the changes to the MPO's Public Participation Program, as discussed, was made by P. Regan, and seconded by M. Pratt. The motion passed unanimously.

9. Administrative Modification to Highway Program and Change to Transit Program, FFYs 2010 – 2013 Transportation Improvement Program – Hayes Morrison, TIP Manager, MPO Staff, and Joe Cosgrove, MBTA

Members were provided with materials proposing changes to the FFY 2010 element of the FFYs 2010 – 2013 Transportation Improvement Program (TIP) and correspondence between the National Park Service and the MPO. (See attached.) The action would add a federal earmark for a \$4.6 million project (federal share is \$3.69 million with a \$922,901 match from the City of Boston) for the *Visitor Center Renovation at Faneuil Hall Marketplace*. The MPO has previously programmed 40 percent of the available earmark in earlier TIPs.

A motion to make an administrative modification to the FFY 2010 element of the FFYs 2010 – 2013 TIP to add the project for the *Visitor Center Renovation at Faneuil Hall Marketplace*, and not to hold a public comment period, was made by M. Pratt, and seconded by Tom Bent, City of Somerville. The motion passed unanimously.

Staff was advised to notify all municipalities in the region of the administrative modification and the reason for not holding a public comment period. A comment period will not be held because none is required for administrative modifications and, in addition, the earmark is solely for the use of this project, and the MPO has given prior support to the project.

Members were then provided with proposed changes to the transit element of the FFY 2010 element of its FFYs 2010–2013 TIP, which would add two federal earmarks (\$750,000 and \$406,296) for the *Wonderland Station Intermodal* project, and a \$20 million grant for the *Wonderland Station TOD Plaza*. (See attached.) The *Wonderland Station TOD Plaza* project would be funded entirely with federal Transportation Investment Generating Economic Recovery (TIGER) grant monies, within the American Recovery and Reinvestment Act of 2009 (ARRA).

J. Cosgrove stated that, although it is not yet determined, is likely that the City of Revere will manage these TIGER funds, though they may pass through the MBTA. He confirmed that the MBTA is confident that it will not incur costs for this project. In order to receive the TIGER grant, the project must be programmed in the TIP and the long-range transportation plan, and receive federal approval by May 17.

A motion to approve an administrative modification to the FFY 2010 element of the FFYs 2010–2013 TIP to add the two federal earmarks for the *Wonderland Station Intermodal* project, and not hold a public comment period, was made by M. Pratt, and seconded by T. Bent. The motion passed unanimously.

Staff was advised to notify all municipalities in the region of the administrative modification and the reason for not holding a public comment period. The comment period, which is not required, will not be held because the earmark is solely for the use in the *Wonderland Station Intermodal* project, and the MPO has given prior support to the project.

A motion to circulate for public review a draft amendment to the FFY 2010 element of its FFYs 2010–2013 TIP to add \$20 million for the *Wonderland Station TOD Plaza*, for a 15-day public comment period, was made by M. Pratt, and seconded by E. Bourassa. The motion passed unanimously.

Staff was advised to release a public notice with the explanation for the shortened comment period. The public comment period was abbreviated in consideration of the deadline for the TIGER grant application, which may require the approval of the MBTA Board of Directors (at the May 17 meeting) subsequent to the MPO's action, and considering that this project is a component of the larger *Wonderland Station* project that has been considered at a public meeting and programmed by the MPO.

Members agreed to schedule an additional Transportation Planning and Programming Committee meeting on April 22 for the final vote on this amendment.

10. Work Program for MBTA Title VI Reporting – *Karl Quackenbush, Deputy Director, CTPS*

Members were provided with the work program for *MBTA Title VI Reporting*. (See attached.) MPO staff conducts this work for the MBTA to assess whether the MBTA is meeting the Title VI requirements of the Civil Rights Act of 1964.

Every three years the MBTA must certify to the Federal Transit Administration (FTA) that it is meeting the Title VI requirements; the next report is due in 2011. The MBTA has a biennial monitoring program for assessing the level and quality of service to minority and low-income areas. MPO staff issues an internal report annually to the MBTA drawing attention to the assessment results so that the MBTA can take corrective actions. This work program addresses the next six-months and results in an annual report.

Members will vote on the work program at the April 15 meeting.

11. Work Program for Evaluation of the Central Mass Rail Right-of-Way as a Joint Busway and Trail Facility – Karl Quackenbush, Deputy Director, CTPS, and Eric Bourassa, Transportation Manager, MAPC

Members were provided with the work program for *Evaluation of the Central Mass Rail Right-of-Way as a Joint Busway and Trail Facility*. (See attached.)

E. Bourassa introduced the work program. The Minuteman Advisory Group on Interlocal Coordination (MAGIC) subregion, which is interested in alternative transportation options, has expressed interest in studying the potential for restoring the abandoned right-of-way for an old branch of the Fitchburg commuter rail line as a busway and trail facility. MAGIC is the funding source for this work program. MAPC will hold meetings with communities and survey the communities along the corridor to gauge interest in this concept.

The right-of-way is currently in the process of being leased by the MBTA to the Department of Conservation and Recreation (DCR) for use as a trail. In the late 1990s, MPO staff conducted a study of restoring rail service, but the restoration of service was found to be cost prohibitive. MPO staff also conducted a study of turning the right-of-way into a trail.

K. Quackenbush stated that MPO staff would assist MAPC's work by working off the previous CTPS studies to develop potential usage estimates, consider the synergy between the busway and trail facility, examine the physical characteristics of the right-of-way, and identify potential issues (such as environmental issues) that would have to be considered if the project went forward.

Members had questions and comments:

This is interesting as a model for other abandoned right-of-ways. Are there other examples of busway and rail trail projects? (D. Koses)

MAPC is conducting a literature search on this topic. There are few in North America and they are located in urban areas and on street. There is a project being planned in the United Kingdom. The project being considered in this work program could carry service run by a Regional Transit Authority or other provider, not necessarily the MBTA. (E. Bourassa)

Is anyone looking into what the cost of conversion would be? (D. Koses)

This study will include a cost estimate. (E. Bourassa)

How would people connect to the service? (L. Wiener)

Station stops would have to be defined for the modeling. (D. Mohler) In CTPS's earlier study of potential rail restoration, three stations were assumed. (K. Quackenbush)

Will there be an analysis of intersection crossing costs? (Richard Reed, Town of Bedford)

There is not enough money in the work scope budget to do that work. (D. Mohler)

R. Reed expressed concern that the project would face many challenges and be very costly. He noted that wetlands, and the likely need to fill wetlands, would present a major issue.

Does DCR own the right-of-way? (P. Regan)

There is an ongoing negotiation between the MBTA and DCR for the latter agency to lease it from the former for 99 years. (K. Quackenbush) The agencies are close to an agreement. (J. Cosgrove, MBTA)

P. Regan noted that part of the project area is outside of the MBTA's service area.

T. Bent noted that communities may have concerns about bus traffic, and that there may be safety concerns with bicycle and bus traffic sharing the same right-of-way.

Who would own and maintain the facility? (T. Bent)

That would be identified in the study. (E. Bourassa)

J. Cosgrove recommended that MAPC engage the MBTA real estate division and DCR before approaching the communities along the corridor.

What is the total budget for the study? (D. Mohler)

The total budget is \$15,000 (with MPO staff's share of \$8,000). (E. Bourassa)

How is CTPS getting the \$8,000? (D. Mohler)

There would be an administrative arrangement between MAPC and CTPS. (A. Soolman)

Will modeling work be done? (D. Mohler)

There would be off-model work. (K. Quackenbush)

Is any consideration being given to putting fixed-rail on the corridor? (Steve Olanoff, Advisory Council)

MassDOT is not envisioning adding rail service there. (D. Mohler)

Members will vote on the work program at the April 15 meeting.

12. Regional Equity Outreach Update – *Alicia Wilson, Regional Equity Manager, MPO Staff*

This year, MPO staff is planning to reach out to the remaining 28 municipalities on the MPO's Regional Equity contact list. Staff will send letters and email a survey form, which will also be posted on the MPO's website for Regional Equity contacts to fill out. The survey will also be sent to umbrella agencies with a request for assistance in communicating with the agencies' member entities. Staff will also analyze the responses to the MBTA's passenger survey and contact implementing agencies to determine if suggestions or needs were addressed. Entities that staff previously contacted will be asked to update their information.

M. Pratt recommended that the MPO reach out to funding agencies to encourage those entities or municipalities that receive federal funding to respond to the MPO's survey.

13. State Implementation Plan Update – *Kate Fichter, MassDOT, and Joe Cosgrove, MBTA*

K. Fichter and J. Cosgrove provided updates on the State Implementation Plan projects.

MassDOT submitted the draft environmental impact report (DEIR) for the *Red Line-Blue Line Connector Design* project on March 31. The document will be posted on the MassDOT website. A public meeting will be held in May regarding the DEIR.

MassDOT is working on the final environmental impact report (FEIR) for the *Green Line Extension* project. The FEIR will be submitted in late spring. MassDOT is also moving forward with the federal New Starts application for the project; a consultant is assisting in that work.

Regarding the *Fairmount Line Improvement* project, a notice to proceed on the construction of the Four Corners Station was released on January 28 and site preparation began in March. A community meeting was held on March 31. The Talbot Avenue Station is going to bid in April. The Newmarket Station is going to bid in May and the design of the bridge over the Neponset River is going forward. A community meeting about the Blue Hill Avenue Station was held this week; abutters expressed concerns about the project. The MBTA is trying to arrange another community meeting and to mitigate the impacts that are of concern to the abutters.

The *Construction of 1,000 New Parking Spaces* project is on hold pending clarification on the project budget from Administration and Finance, MassDOT, and the cities of Beverly and Salem. The scope of the project may need to be adjusted.

Members asked questions:

At what stage are the bids for the Fairmount Line Improvement project? (L. Dantas)

Four Corners Station is under construction; the contracts are awarded. Talbot and Newmarket Stations are fully designed and ready to go to bid. Blue Hill Avenue Station is at 60% design. (J. Cosgrove)

If the portion of the Construction of 1,000 New Parking Spaces project in Beverly does not go forward, will MassDOT use the new parking spaces in Revere to fulfill the SIP commitment? (D. Koses)

There are a number of parking projects that the MBTA has implemented around the system that could be credited toward the commitment. (K. Fichter)

Is there any update about when a decision will be made about the Green Line maintenance facility? (T. Bent)

MassDOT is working on a full environmental impact assessment for three possible locations and is close to finishing its analysis. MassDOT will then determine if it wants to swap the preferred alternative in the DEIR. It will happen soon. (K. Fichter)

14. Members Items

There were none.

15. Adjourn

A motion to adjourn and convene the MPO meeting was made by P. Regan, and seconded by T. Bent. The motion passed unanimously.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, April 1, 2010, 10:00 AM

Member Agencies

MassDOT

MassDOT Highway
City of Boston

City of Newton
City of Somerville
Federal Highway
Administration
Massachusetts Port
Authority
MAPC

MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council
Town of Framingham
Town of Hopkinton

Representatives and Alternates

Clinton Bench
David Mohler
John Romano
Jim Gillooly
Thomas Kadzis
David Koses
Thomas Bent
Michael Chong

Lourenço Dantas

Eric Bourassa
Jim Gallagher
Joe Cosgrove
Paul Regan
Laura Wiener

Ginger Esty
Mary Pratt

MPO Staff/CTPS

Jonathan Belcher
Mike Callahan
Maureen Kelly
Grace King
Anne McGahan
Hayes Morrison
Sean Pfalzer
Karl Quackenbush
Arnie Soolman
Mary Ellen Sullivan
Alicia Wilson
Pam Wolfe

Other Attendees

Lynn Ahlgren

Carl Chamberlin
Sandra Efstratiou
Mark Guenard
Heather Hume
Norm Ketola
Steve Olanoff

Joe Onorato

Karen Pearson

MetroWest Regional Transit
Authority
MassRIDES
North Shore Career Center
MassDOT
Greater Lynn Senior Services
North Shore Career Center
Regional Transportation
Advisory Council/Town of
Westwood
MassDOT, Highway Division
District 4
MassDOT Office of
Transportation Planning

Bob Ryan	Cape Ann Transportation Operating Company
Mark Whitmore	North Shore Career Center
Wig Zamore	Somerville Transportation Equity Partnership/Mystic View Task Force



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968
Tel. (617) 973-7100
Fax (617) 973-8855
TTY (617) 973-7089
www.bostonmpo.org

Jeffrey B. Mullan
MassDOT Secretary and CEO
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:

MassDOT Office of Planning and
Programming
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
MassDOT Highway Division
Massachusetts Port Authority
Regional Transportation Advisory
Council (nonvoting)
Federal Highway Administration
(nonvoting)
Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE April 1, 2010
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Arnold J. Soolman, CTPS Director
RE Work Program for: Analysis of Silver Line Service to Airport Station
and Chelsea

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Department of Transportation, vote to approve the work program for Analysis of Silver Line Service to Airport Station and Chelsea in the form of the draft dated April 1, 2010.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Technical Support/Operations Analysis

CTPS Project Number
23318

Client
Massachusetts Department of Transportation
Project Supervisor: Scott Hamwey

CTPS Project Supervisors
Principal: Karl Quackenbush
Manager: Scott Peterson

Funding
New MBTA Task Order

IMPACT ON MPO WORK

The MPO staff has sufficient resources to complete this work in a capable and timely manner. By undertaking this work, the MPO staff will neither delay the completion of nor reduce the quality of other work in the UPWP.

BACKGROUND

MBTA Silver Line Bus Rapid Transit service presently operates between South Station and Logan Airport, making five stops at the airport. However, the existing service does not connect to the Blue Line and does not directly serve any community directly adjacent to the airport. The objectives of this study are to investigate the possibility of extending the existing Silver Line service to a connection with the Blue Line at Airport Station, and to study the potential to extend service beyond Airport Station to the city of Chelsea. The project will be undertaken as part of the FFY 2009 MBTA Unified Planning Work Program tasks.

OBJECTIVES

The principal objectives of this work program are:

- To examine existing travel patterns using surveys and travel demand model flows
- To develop service plans to maximize service in response to demand
- To measure the demand in the corridor using the competing modes
- To document the assumptions, methodology, and results of the analysis
- To provide general planning support to MassDOT in this effort

WORK DESCRIPTION

CTPS will support Analysis of Silver Line Service to Airport Station and Chelsea being advanced by MassDOT using a forecast year of 2020. CTPS will also examine the benefits of using the East Boston Bypass and proposed Grand Junction Railroad busway as a means to improve mobility in this corridor.

Task 1 Perform Base-Year Model Calibration

The transit component of the current CTPS travel model is calibrated to 2006 ridership data. For the purposes of this study, CTPS will update the base-year model to the year 2008. For model calibration, CTPS will utilize the most current transit ridership data, pedestrian information, and traffic counts, and the recently completed transit onboard survey data.

The model will be calibrated and validated to 2008 conditions. The transportation services being calibrated include the transit lines (focusing on the Silver Line and Blue Line), existing bus routes (focusing on Route 112), and commuter rail lines. Also, key intersections in the corridor—those for which traffic volume impacts will be required—

will be examined, as necessary, in order to properly replicate existing observed volumes. Travel times and speeds on the roadways will be examined as well.

The results of running the base-year model will be summarized in sufficient detail to provide transit and traffic volumes at key intersections in the study area using the Regional Travel Demand Model and the Logan Ground Access Model.

Product(s) of Task 1

A well-calibrated travel demand model set, with outputs showing the transit, highway, air quality, and travel characteristics of the transportation system.

Task 2 Prepare Inputs for Forecast Years

CTPS will produce inputs for the forecast the year 2020. Model inputs— socioeconomic data, congested highway travel times, auto-operating costs, CBD parking costs, transit fares, and travel times—will be consistent with the currently adopted land use and background transportation projects assumed in the 2008 amended Regional Transportation Plan (RTP) and in the SIP.

Product(s) of Task 2

Model inputs for the forecast year.

Task 3 Conduct No-Build Model Runs for the Forecast Year

Using the model work done for the RTP, CTPS will create the no-build network for the 2020 forecast year. The results will be summarized at the same levels of detail as for the base year. The no-build model set will be run twice, once having the East Boston Bypass open only to commercial vehicles and a second time with it open to mixed traffic to develop estimates of ranges of travel times that can be used in Task 4.

Product(s) of Task 3

A complete summary of travel and air quality forecasts for the no-build scenarios.

Task 4 Develop Service Plan Scenarios for Three Alternatives

Several service scenarios will be developed to determine stop locations and headways to be modeled. In each scenario, consideration will be especially paid to fare policy as well to the possible continuing presence of Massport shuttle services to the Airport Station. A maximum of 5 service plans will be developed for this project. The alternatives the service plans will be developed for are:

1. Reroute bus Route 112 to Airport Station with frequency improvements via East Boston Bypass and Central Avenue. This alternative will be examined

with different assumptions for the East Boston Bypass, once with it open only to commercial traffic and a second time with it open to mixed traffic.

2. Implement new Silver Line route from the Chelsea commuter rail station to South Station via the proposed Grand Junction Railroad busway in Chelsea, East Boston Bypass, and Airport Station, with one additional intermediate stop in Chelsea.
3. Implement new Silver Line route from Chelsea at Bellingham Square to South Station via Central Avenue, East Boston Bypass, and Airport Station, with one additional intermediate stop in Chelsea.

Product of Task 4

Service plan scenarios for modeling in the next task.

Task 5 Examine Alternatives Using Different Service Plans

Pivoting off of the 2020 no-build, a maximum of 5 model runs will be made to test various service plans associated with the three alternatives identified in task 4.

Product(s) of Task 5

A summary of key travel and air quality characteristics for the build scenarios.

Task 6 Estimate Capital and Operating Costs

Estimates of capital and operating costs will be developed for each of the various modeled service scenarios.

Product of Task 6

Capital and operating cost estimates for each of the various service scenarios modeled

Task 7 Document Results

The results of Tasks 1 through 6 will be documented in a technical memorandum

Product of Task 7

Technical memorandum

Task 8 Provide General Support to MassDOT

Provide general support to MassDOT, via planning, modeling, and/or coordination with stakeholders, in the development and analysis of this project.

Product(s) of Task 8
General support.

ESTIMATED SCHEDULE

It is estimated that this project will be completed 6 months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 2.

ESTIMATED COST

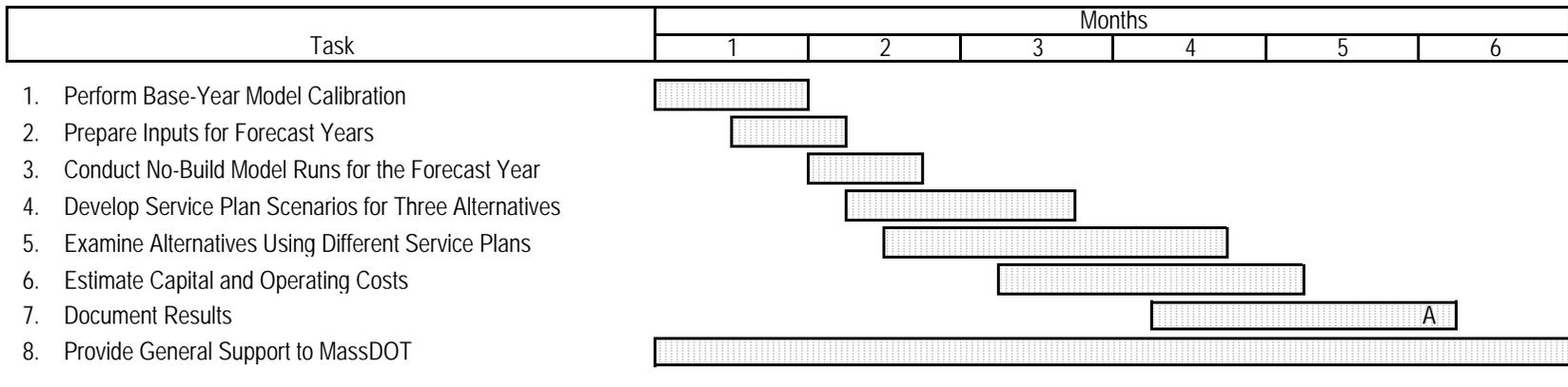
The total cost of this project is estimated to be \$59,500. This includes the cost of 22.0 person-weeks of staff time, overhead at the rate of 88.99 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 3.

KQ/SP/sp

Exhibit 1



Exhibit 2
ESTIMATED SCHEDULE
 Analysis of Silver Line Service to Airport Station and Chelsea



Products/Milestones
 A: Technical memorandum

Exhibit 3
ESTIMATED COST
 Analysis of Silver Line Service to Airport Station and Chelsea

Direct Salary and Overhead	\$59,500
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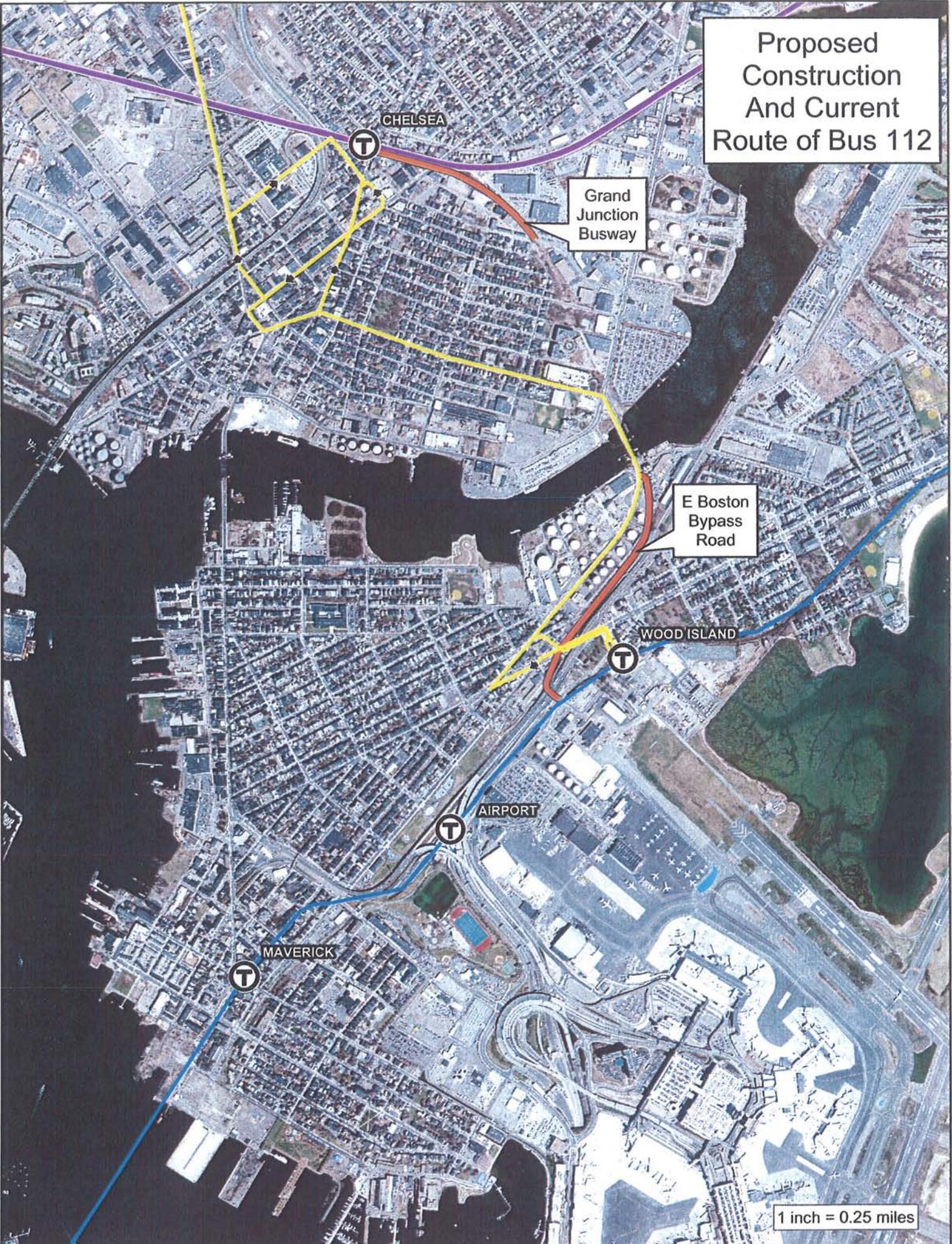
Task	Person-Weeks						Direct Salary	Overhead (@ 88.99%)	Total Cost
	M-1	P-5	P-4	P-3	P-2	Total			
1. Perform Base-Year Model Calibration	0.3	3.5	0.0	0.0	0.2	4.0	\$6,164	\$5,485	\$11,648
2. Prepare Inputs for Forecast Years	0.1	0.2	1.0	0.5	0.0	1.8	\$2,217	\$1,973	\$4,190
3. Conduct No-Build Model Runs for the Forecast Year	0.2	0.2	1.2	0.0	0.5	2.1	\$2,537	\$2,258	\$4,796
4. Develop Service Plan Scenarios for Three Alternatives	0.2	0.4	1.4	0.0	0.0	2.0	\$2,673	\$2,379	\$5,052
5. Examine Alternatives Using Different Service Plans	0.5	3.7	0.0	1.2	0.0	5.4	\$7,953	\$7,078	\$15,031
6. Estimate Capital and Operating Costs	0.5	1.0	2.0	0.0	0.0	3.5	\$4,854	\$4,319	\$9,173
7. Document Results	0.5	1.0	0.0	0.3	0.0	1.8	\$2,671	\$2,377	\$5,048
8. Provide General Support to MassDOT	0.5	1.0	0.0	0.0	0.0	1.5	\$2,414	\$2,148	\$4,562
Total	2.8	11.0	5.6	1.9	0.7	22.0	\$31,483	\$28,017	\$59,500

Other Direct Costs	\$0
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TOTAL COST	\$59,500
-------------------	-----------------

Funding
 New MBTA Task Order

Proposed
Construction
And Current
Route of Bus 112



CHELSEA

Grand
Junction
Busway

E Boston
Bypass
Road

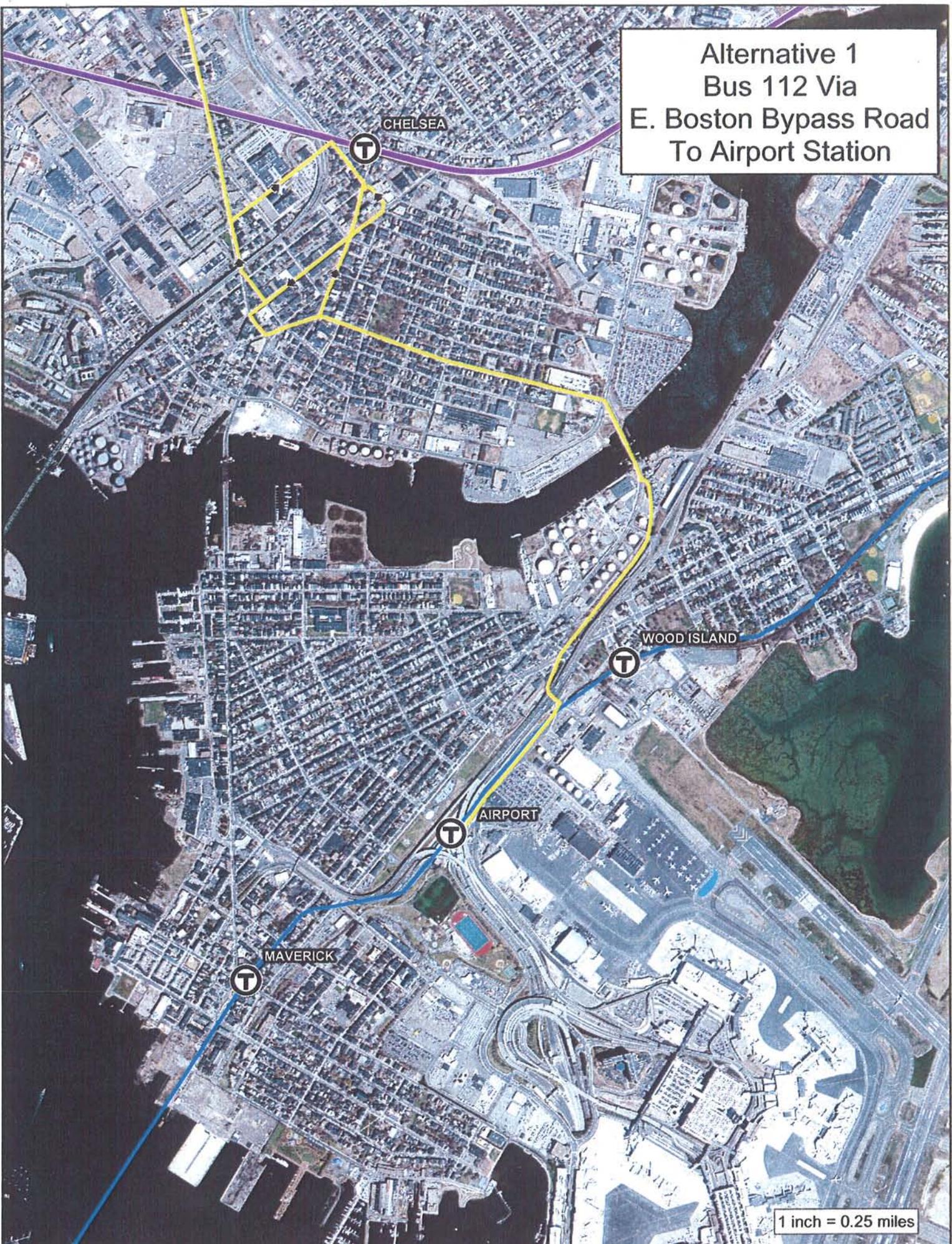
WOOD ISLAND

AIRPORT

MAVERICK

1 inch = 0.25 miles

Alternative 1
Bus 112 Via
E. Boston Bypass Road
To Airport Station



1 inch = 0.25 miles

Alternative 2
New Silver Line #6
Via E. Boston Bypass
Road and Grand
Junction Busway



1 inch = 0.25 miles

Alternative 3
New Silver Line #6
To Bellingham Sq
Via E. Boston Bypass
Road



1 inch = 0.25 miles

JOB ACCESS AND REVERSE COMMUTE (JARC) PROPOSALS RECEIVED, MARCH 2010 SOLICITATION

Applicant	Project Description	Project Type	Funds Requested	Match	Total Cost	People or Trips Served Monthly	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners	Implementation	Regional Potential	Other
Cape Ann Transportation Authority (CATA)	Acquire and implement an Interactive Voice Response system to provide riders around-the-clock access to schedule information, bus arrival times, call ahead service, trip confirmation/cancellation, etc.	Capital	\$76,500	In-kind	\$95,625	480	CATA customers, seasonal workers, tourists	Gloucester, Rockport, Ipswich (in the MPO) and the rest of the Cape Ann community	Coordination, mobility management	None	None	Within a 12-month period, will solicit requests for proposals from vendors, develop a project deployment plan, and develop a training program.	Yes	Not specifically a JARC project, but could help people with disabilities
Logan TMA	East Boston Logan Sunrise Shuttle: Institute an early-morning shuttle-3:00 AM to 6:00 AM-as a travel alternative for people whose work shifts begin before MBTA service hours begin.	Operating	\$92,984 over a three-year period	TMA dues	\$198,742	355	Low-income, transit dependent workers in East Boston	Orient Heights area in East Boston	Expand Service hours	MBTA	Massport and TMA partner companies at Logan	Amend an existing contract to accommodate new shuttle service. Service could begin within three months of an award.	Yes	
MetroWest RTA	East Marlborough Bus Service: institute a bus route connecting a high-density, low-income community to a variety of job opportunities, including the Marlborough Hospital, downtown Marlborough, and the Route 20 corridor, and link to another MWRTA route to access jobs in the Route 9 corridor.	Operating	\$887,250 over a three-year period	State contract assistance	\$1,774,500	1,584	Low-income workers in Marlborough	Marlborough	Expand service coverage	Developing interoperability with MBTA/MWRTA, coordinating with Councils on Aging	MetroWest Growth Management Committee, Employment Options, City of Marlborough, MetroWest TMA	Service would begin within two months of receiving an award; would run on hourly headways between 6:30 AM and 6:30 PM and would connect with another route, allowing reciprocal connectivity throughout the service area.	Yes	
Salem/North Shore Workforce Investment Board (received award in 2008 for first year of project)	Mobility Management and second year of Employment Express , a subscription paratransit service providing access from across the North Shore to employment corridors in Salem, Peabody, and Danvers. Mobility management includes an advisory service for persons with disabilities and low-income individuals, helping them to access appropriate and affordable transportation throughout the North Shore.	Capital and Operating	\$258,905	In-kind services (WIB and GLSS)	\$506,321	50 people mobility management, 1,410 trips	People with disabilities and low incomes	Danvers, Peabody, Salem, and other North Shore communities	Increase coverage; provide travel training, mobility management	Area human services organizations	Greater Lynn Senior Services (GLSS), Mass Rehab Commission, Mass Commission for the Blind, Independent Living Center, North Shore Career Center	Community assessment, develop resource inventory and database, two-month start-up period	Yes	
TOTAL FUNDS REQUESTED			\$1,315,639											
TOTAL BOSTON UZA* BUDGET			\$3,200,000											

*Urbanized area

NEW FREEDOM PROPOSALS RECEIVED, MARCH 2010 SOLICITATION (page 1 of 2)

Applicant	Project Description	Project Type	Funds Requested	Match	Total Cost	People or Trips Served Monthly	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners	Implementation	Regional Potential	Other
Cape Ann Transportation Operating Company	Medical HealthLink Shuttle: Provide transportation services from the CATA service area to Beverly Hospital, North Shore Regional Dialysis Center, and Massachusetts General Hospital/North Shore	Operating	\$59,885	State operating assistance, local operating assistance, rental income, interest and advertising	\$132,770	80	Elderly individuals with disabilities	Gloucester, Rockport, Essex, Ipswich, Beverly, Danvers	New and expanded demand-response service, geographical gap between CATA communities and Beverly and Danvers	SeniorCare, Councils-on-Aging, North Shore Dialysis Center	None	Can be implemented within 60 days of award. Information sheets will be provided through medical facilities. Program will be promoted through human services agencies	Yes	
Greater Attleboro-Taunton RTA/Bill's Taxi	Enhanced Demand Response service to medical facilities and other locations in the Foxborough area. Will prioritize riders with disabilities and the elderly.	Operating	\$77,965	State operating assistance	\$155,929	200-300	Senior citizens and people with disabilities	Foxborough, Mansfield, Walpole	Increase service coverage area and hours	None	GATRA/Bill's Taxi public/ private partnership	Will operate GATRA-owned vehicles.	Yes	This service would cross GATRA and MBTA boundaries
Greater Lynn Senior Services, Inc (Phase 1 was funded in 2009)	Reaching Beyond Borders: The GLSS Mobility Links Project-Phase-2: This phase (a) develops an interactive transportation resource database to facilitate travel counseling and information and referral for customers; (b) sustains and enhances the travel counseling call center established in Phase 1; (c) expands scheduling software to coordinate trips and resources among more participating transportation providers; (d)delivers a more enhanced travel training curriculum to more communities.	Capital	\$179,698	In-kind services	\$226,698	7,700	Senior citizens and people with disabilities	Lynn, Lynnfield, Nahant, Saugus, Swampscott, Middleton, Beverly, Danvers, Salem, Marblehead, Melrose, North Reading, Peabody, Reading, Wakefield, and Stoneham	Increase hours of operation, increase service coverage, improve the accessibility of existing services, provide travel training and mobility management	Mystic Valley Elder Services, Aging Services Access Points, Councils on Aging	North Shore Independent Living Center, Mystic Valley Elder Services, North Shore Career Center, North Shore Elder Services, Massachusetts Rehabilitation Commission, Massachusetts Department of Developmental Services, Department of Mental Health, office of State Representative Mary Grant	During a twelve-month period, GLSS will: perform a community assessment, expand transportation resource database, continue community education, assess the impact of Phase 1, develop procedures and protocols for ongoing collaboration.	Yes	Serves people who are not covered by other programs; coordinates services across borders.

(Note: Mobility management is defined by law as an eligible capital expense)

NEW FREEDOM PROPOSALS RECEIVED, MARCH 2010 SOLICITATION (page 2 of 2)

Applicant	Project Description	Project Type	Funds Requested	Match	Total Cost	People or Trips Served Monthly	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners	Implementation	Regional Potential	Other
Salem/North Shore Workforce Investment Board (received award in 2008 for first year of project)	Mobility Management and second year of Employment Express, a subscription paratransit service providing access from across the North Shore to employment corridors in Salem, Peabody, and Danvers. Mobility management includes an advisory service for persons with disabilities and low-income individuals, helping them to access appropriate and affordable transportation throughout the North Shore.	Capital and Operating	\$258,905*	In-kind services WIB and GLSS	\$506,321	50 people mobility management, 1,410 trips	People with disabilities and low incomes	Danvers, Peabody, Salem, and other North Shore communities	Increase coverage; provide travel training, mobility management	Area human services organizations	Greater Lynn Senior Services (GLSS), Mass. Rehab. Commission, Mass. Commission for the Blind, Independent Living Center, North Shore Career Center	Community assessment, develop resource inventory and database, two-month start-up period	Yes	Serves portions of Routes 1 and 114 not currently served by MBTA bus routes
TOTAL FUNDS REQUESTED			\$576,453											
TOTAL BOSTON UZA* BUDGET			\$2,260,000											

(Note: Mobility management is defined by law as an eligible capital expense)

*Urbanized area

**Public Comments on Draft Amendment to the Public Participation Program
(March 25, 2010)**

Date	Affiliation/Name	Comment	MPO Action
3/3/2010	Wendy Landman, Executive Director, WalkBoston	Requests that emergency be defined.	
3/3/2010	State Representative Alice Wolf	Requests that the MPO not make notifications or announcements, release amendments on certification documents, or hold public meetings or forums, between December 15 and January 2. Requests that emergency be clearly defined. Suggests that the MPO adopt language that defines emergency as a natural disaster, such as a hurricane or ice storm, which results in major damage or poses an immediate threat to public safety. Requests that the MPO consider the public interest over expediency when shortening or waiving the public comment period. Suggests that the MPO adopt language that only allows the MPO to waive or shorten the public comment period when it's not contrary to the public interest.	
3/3/2010	Michael Chong, Planning and Environment Program Manager, Federal Highway Administration	Suggests that the Public Participation Program better define the focus of the existing text on amendments and administrative modifications. Suggests that the Public Participation Program state that an additional opportunity for public comment should be provided if the proposed amendments differ significantly from the version that was made available for public comment, and raises new material issues which the public could not have foreseen. Suggests that the MPO describe the circumstances surrounding the waiving of the public comment period in emergencies.	
3/25/2010	Michael Chong, Planning and Environment Program Manager, Federal Highway Administration	Followed up initial comment with a suggestion that the emergency provision in the MPO's Public Participation Program is not necessary because the Federal Highway Administration has Emergency Relief funds that allow work to begin immediately in the event of a natural disaster or catastrophic failure.	
3/5/2010	Dennis E. Harrington, Planning Director, City of Quincy	Supports the proposed amendment to the Public Participation Program.	
3/25/2010	Laura Wiener, Chair, Regional Transportation Advisory Council	Requests that extraordinary circumstance and emergency be defined. Suggests that language be added stating that all relevant materials will be available during the entire comment period. Suggests adding that each time the MPO abbreviates or waives the public comment period, it will explain its reason for doing so in the public notice.	
3/25/2010	Conservation Law Foundation	Requests that extraordinary circumstance and emergency be specifically and narrowly defined. Requests that application of a shortened public comment period be limited to circumstances in which an extraordinary funding opportunity with an application deadline of less than 30 days exists. Requests that a waived public comment period be limited to an emergency circumstance, such as a terrorist attack or natural disaster that demands an immediate response.	

Mike Callahan

From: "Wendy Landman" <wlandman@walkboston.org>
To: "Mike Callahan" <mcallahan@ctps.org>
Sent: Wednesday, March 03, 2010 11:53 AM
Subject: Re: Transportation meetings tomorrow (MassDOT) and Wednesday (Boston Region MPO)

Mike -

Is there a definition of "emergency" for the proposed change to the public participation regulations?

Thanks

Wendy

On Mon, Mar 1, 2010 at 5:13 PM, Mike Callahan <mcallahan@ctps.org> wrote:

Public meetings will be held this week by both the Boston Region Metropolitan Planning Organization (Wednesday) and the Massachusetts Department of Transportation (tomorrow).

The Boston Region MPO will hold a Listening Session devoted to the proposed amendment to its Public Participation Program on Wednesday, March 3, from 4:00 PM to 6:00 PM in the MPO Conference Room. Staff will provide information on the proposed amendment and then *listen*—noting your comments and answering your questions. The MPO Conference Room is located in Suite 2150 of the State Transportation Building.

MassDOT will hold a community forum tomorrow at 9:30 AM in Conference Rooms 5 and 6 of the State Transportation Building. The agenda includes:

- Accelerated Bridge Program: Charles River Basin Update
- RMV: New Virtual Branch Incentives
- Questions and Feedback

MassDOT community forums typically are held on the first and third Tuesdays of the month. This will likely be the last communication regarding MassDOT community forums through MPO Info. Interested parties should visit MassDOT's website for information about these meetings in the future.

The State Transportation Building is located at 10 Park Plaza, Boston, MA 02116. Photo identification is required to access the building.

--

Celebrate WalkBoston's 20th Anniversary! Walk and party on Thursday, March 11, 2010.

Wendy Landman | WalkBoston
T: 617.367.9255 | F: 617.367.9285 | wlandman@walkboston.org
Old City Hall | 45 School Street | Boston MA 02108
www.walkboston.org

Click here to join or renew your membership:
<http://www.walkboston.org/support/membership.htm>

Mike Callahan

From: "Hornby, Kathleen (HOU)" <Kathleen.Hornby@state.ma.us>
To: <mcallahan@ctps.org>
Sent: Wednesday, March 03, 2010 1:58 PM
Subject: RE: Boston Region MPO Public Notice - Draft amendment to the Public Participation Program
Dear Mike,

Representative Wolf's comments on the draft amendment to the Public Participation Program are below. Please do not hesitate to contact me with questions or concerns.

Best,
Kathleen

Kathleen M. Hornby
Staff Director
Office of Representative Alice K. Wolf
State House Room 167
Tel: 617-722-2810
Fax: 617-722-2197

Comment: It is my experience that workshops on difficult subjects are often scheduled when the public is not engaged.

Suggested Language: The MPO may not make notifications or announcements, release amendments or certification documents, or hold public meetings or forums, between the dates of December 15 and January 2, inclusive.

Comment: It is very important that "emergency" be clearly defined in order to limit the situations in which the public comment period may be waived.

Suggested Language: The Transportation Planning and Programming Committee may only shorten or waive the public comment period in cases of emergency where a natural disaster, such as a hurricane or ice storm, has resulted in major damage and poses an immediate threat to public safety.

Comment: It is also imperative that public interest be weighed over expediency in cases where the TPP Committee is considering shortening or waiving the public comment period.

Suggested Language: The Transportation Planning and Programming Committee may only shorten or waive the public comment period in cases of emergency where shortening or waiving the public comment period is not contrary to the public interest.

From: owner-mpoinfo@ourultra.ctps.org on behalf of Mike Callahan
Sent: Fri 2/5/2010 12:37 PM
To: MPOinfo
Subject: Boston Region MPO Public Notice - Draft amendment to the Public Participation Program

A PDF of the public notice is attached

Mike Callahan

From: "Pam Wolfe" <pamwolfe@ctps.org>
To: <mcallahan@ctps.org>
Sent: Wednesday, March 03, 2010 3:17 PM
Subject: Fw: Boston Region MPO Public Participation Plan

Hello, Mike, Here is the FHWA comment, as it currently stands.
Thank you. Pam

----- Original Message -----

From: <Michael.A.Chong@dot.gov>
To: <pamwolfe@ctps.org>
Sent: Friday, February 26, 2010 4:24 PM
Subject: Boston Region MPO Public Participation Plan

> Pam,
>
> FHWA's comments are as follows.
>
> It is not clear if the Public Participation Plan clearly defines what
> are amendments and administrative modifications for the RTP and TIP, and
> this could be described in the document for the public's benefit.
>
> The PPP should provide an additional opportunity for public comment, if
> the RTP or TIP (including proposed amendments) differs significantly
> from the version that was made available for public comment by the MPO
> and raises new material issues which interested parties could not have
> foreseen from the public involvement efforts. For example a public
> notice for an amendment (or a new document) is released for public
> review, and after the comment period the document that the MPO plans to
> approve is significantly different from the version that was available
> for public comment. Is there an additional opportunity for public
> input?
>
> It is recommended that the MPO's describe the circumstances surrounding
> the waiving of the public comment period in what is described as an
> emergency in the PPP. The proposal to waive the public comment period
> could be in conflict the provision of timely notice and reasonable
> access to information about transportation issues and processes.
>
>
>
>
> Regards,
> Michael Chong
> Planning and Environment Program Manager
> Federal Highway Administration
> 55 Broadway 10th Floor
> Cambridge, MA 02142
> 617.494.3275
> 617.494.3355 (fax)
> michael.chong@dot.gov
>
>
>
>

Hello, Mike, Here is Michael Chong's additional comment. This should be added to the matrix.
Thank you. Pam

----- Original Message -----

From: Michael.A.Chong@dot.gov

To: pamwolfe@ctps.org

Cc: David.Mohler@state.ma.us ; Steve.Woelfel@eot.state.ma.us

Sent: Thursday, March 25, 2010 9:41 AM

Subject: RE: Public Participation Program

Hi Pam,

Here is a quick summary of the Emergency Relief Program and the regulations can be found in 23 CFR Part 668.

A natural disaster or catastrophic failure occurs: Natural disasters include for example floods, hurricanes, earthquakes, tornadoes, tidal waves, severe storms or landslides. A catastrophic failure is defined as the sudden and complete failure of a major element or segment of the highway system that causes a disastrous impact on transportation services.

Presidential Declaration or Governor's Proclamation

The State files a letter of intent with the FHWA to notify its intention to request Emergency Relief (ER) funds. ER funds are appropriated annually by Congress, and do not come out of the State's obligation limitation or the MPO's target.

The State begins emergency repairs, including permanent work performed incidental to emergency repairs, and all PE may begin immediately and do not need prior program approval. This is work performed during the first 180-days of an incident. The emergency provision in the MPO's PPP is not necessary.

Permanent work performed after 180-days should follow routine procedures, including public involvement and programming in the TIP/STIP.



Department of Planning and Community Development
1305 Hancock Street, Quincy, Massachusetts 02169
Tel. (617) 376-1362 FAX (617) 376-1097
TTY /TDD (617) 376-1375



DENNIS E. HARRINGTON
Director

THOMAS P. KOCH
Mayor

March 5, 2010

Jeffrey Mullan
Secretary and Chief Operating Officer
Massachusetts Department of Transportation
Chair, Boston Region MPO
10 Park Plaza, Suite 2150
Boston MA 02116-3968

MAR - 5 2010

RE: Comments on draft Amendment to Public Participation Program

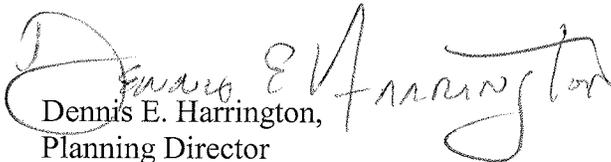
Dear Secretary Mullan:

The City of Quincy is pleased to submit comments on the Boston Metropolitan Planning Organization's (MPO) draft amendment to the Public Participation Program. This amendment proposes several administrative modifications to the Boston MPO's existing public outreach program.

The City of Quincy concurs with the proposed modifications to this very important component of the Boston MPO's transportation planning process. We commend the Boston MPO's recognition of the importance of proving a comprehensive and transparent process for soliciting public comment on its Certification Documents.

Thank you for providing us the opportunity to comment on this very important document.

Sincerely,


Dennis E. Harrington,
Planning Director

REGIONAL TRANSPORTATION ADVISORY COUNCIL



March 25, 2010

David Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
Ten Park Plaza, Suite 4150
Boston, MA 02116

RE: Proposed Amendment to the MPO's Public Participation Program

Dear Mr. Mohler,

The Regional Transportation Advisory Council (Advisory Council) is an independent group of citizen and regional advocacy groups, municipal officials, and agencies charged by the Boston Region Metropolitan Planning Organization (MPO) with providing public input on transportation planning and programming to the MPO. The Advisory Council provides a forum for broad-based discussions of transportation issues and planning, particularly on the programming of federal and some state transportation funding for the region, and is a main avenue for public participation in the MPO's planning process.

The Advisory Council recently met to discuss the proposed amendment to the MPO's Public Participation Program. First, we ask that the MPO only abbreviate the public comment period when it is absolutely necessary. Our concern is that it is unclear what would constitute an extraordinary circumstance or an emergency and trigger a shortened public comment period. Therefore, we are concerned that members of the MPO and the public will not have a common understanding of situations in which a shortened public comment period is acceptable. To address these concerns, and others raised by members, we ask that the following changes be made to the proposed amendment before it is adopted:

- Clarify what constitutes an extraordinary circumstance and an emergency.
- Add language stating that all relevant materials needed for proper review during the public comment period will be available during the entire comment period.
- Add language stipulating that each time it takes this action the MPO will state, in a public notice, why the public comment period was shortened.

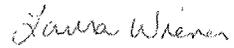
In conclusion, the Advisory Council understands that there were unusual time constraints imposed by the American Recovery and Reinvestment Act. However, we believe that the

Providing transportation policy advice to the Boston Region Metropolitan Planning Organization

State Transportation Building • Ten Park Plaza, Suite 2150 • Boston, Massachusetts 02116-3968
Tel. (617) 973-7100 • Fax (617) 973-8855 • TTY (617) 973-7089 • ctps@ctps.org

abbreviated public comment period could have been avoided with better planning. We ask that the MPO only abbreviate the public comment period when there is no other alternative.

Sincerely,

A handwritten signature in cursive script that reads "Laura Wiener".

Laura Wiener, Chair



CONSERVATION LAW FOUNDATION

March 24, 2010

David Mohler
Chair, Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Proposed Amendment to the Public Participation Program

Dear Mr. Mohler:

The Conservation Law Foundation (“CLF”) appreciates the opportunity to comment on the draft amendment to the Boston Region Metropolitan Planning Organization (“Boston MPO”) Public Participation Program. CLF is a regional nonprofit, member-supported environmental advocacy organization dedicated to protecting New England’s environment and communities. Among other environmental goals, through its work, CLF seeks to promote transit, end sprawl and protect public health. CLF has a long-history of advocating for enhanced public transportation and has been a strong advocate for genuine public participation as a critical part of any transportation project.

Transportation planning must be made in close consultation with the residents of communities that are intended to benefit from proposed projects and those of the neighborhoods bearing any of the associated burdens. In the Boston area, this important goal cannot be met without the Boston MPO, as well as other government agencies, engaging in a comprehensive public process. The opportunity to comment on amendments to certification documents, such as the Transportation Improvement Program (TIP), is an essential component of a robust public participation process. Therefore, amendments to the Boston MPO’s Public Participation Program cannot be taken lightly.

The draft amendment to the Boston MPO’s Public Participation Program seeks to reduce the comment period available to the public. Specifically, the proposed amendment would allow the Boston MPO to limit the public comment period by as much as fifteen days under “extraordinary circumstances.” This could mean that the public would, at most, have eleven weekdays to review and comment on MPO actions, assuming effective and immediate notice of the comment period. In the majority of circumstances, that is not enough time to fully review the impacts of transportation related decisions. Additionally, the proposed amendment would allow the Transportation Planning and Programming Committee to eliminate the public process all

62 Summer Street, Boston, Massachusetts 02110-1016 • Phone: 617-350-0090 • Fax: 617-350-4030 • www.clf.org

MAINE: 47 Portland Street, Ste. 4, Portland, Maine 04101-9872 • 207-210-6439 • Fax: 207-221-1240

NEW HAMPSHIRE: 27 North Main Street, Concord, New Hampshire 03301-4930 • 603-225-3060 • Fax: 603-225-3059

RHODE ISLAND: 55 Dorrance Street, Providence, Rhode Island 02903-2221 • 401-351-1102 • Fax: 401-351-1130

VERMONT: 15 East State Street, Suite 4, Montpelier, Vermont 05602-3010 • 802-223-5992 • Fax: 802-223-0060

CONSERVATION LAW FOUNDATION

together under “emergency” circumstances. The proposed amendment, however, does not define “extraordinary” or “emergency” circumstances.

CLF attended the public listening session held by the Boston MPO on March 3, 2010 and was informed of the motivation behind this proposal. It is our understanding that the Boston MPO is proposing changes to the comment period in order to anticipate two types of circumstances which would make a thirty-day public comment period impossible. Under the first circumstance, announcement of a potential funding opportunity with a grant application deadline of fewer than thirty days (such as the American Recovery and Reinvestment Act) would require a shortened public comment period. Under the second circumstance, an emergency such as a terrorist attack or natural disaster would demand an immediate response financed with federal funds without enough time for any public comment.

CLF understands that both of these circumstances could require reductions (or even elimination) of the public comment period. We would not want the Boston area to categorically miss out on such funding opportunities. Without a clear definition of the terms “extraordinary” and “emergency,” however, the public process could be curtailed or eliminated under many unnecessary circumstances. We therefore urge the Boston MPO to specifically define the terms “extraordinary” and “emergency” in the draft amendment to narrowly limit their application to the specific circumstances referenced in the March 3rd public listening session, as described in the previous paragraph. This will help ensure that the public process will not be constrained unless absolutely necessary. We also note that since federal regulations already allow the public process to be circumvented in the case of certain emergency circumstances, it may be unnecessary to include the emergency category in the proposed amendment to the Public Participation Program altogether. See 23 CFR pt. 668.

Public participation is critical for transportation projects to ensure that they best serve the Boston MPO’s 101 cities and towns. Public perception of the Boston MPO is also important. Good regional planning is desperately needed in the Boston area, but the purpose of the Boston MPO is not always understood by the public. If adopted, the proposed amendment, as currently drafted, unfortunately is likely to further reinforce any existing cynicism about the planning process. CLF therefore urges you to only make changes to the Boston MPO Public Participation Program comment period if the terms “extraordinary” and “emergency” are specifically and narrowly defined. Such an amendment would help achieve the desired goal of increasing flexibility in circumstances when it is clearly needed, while avoiding any unnecessary negative consequences.

Thank you for your consideration and this opportunity to comment. Please let us know if we can be helpful in this process in any way.

Sincerely,



Rafael Mares
Staff Attorney

Amendment Four FFYs 2010 - 2013 TIP FFY 2010

High-Priority Projects (SAFETEA-LU) cont.

Boston	East Boston Haul Road Design (HPP 2032)	\$716,800	\$179,200	\$896,000
Boston	Rutherford Ave Design (HPP T1 174)	\$2,400,000	\$600,000	\$3,000,000
Boston	Sullivan Square, Phase 1 Design (HPP 3568)	\$897,498	\$224,375	\$1,121,873
Boston	North Washington St Bridge Design (HPP 2586)	\$1,760,000	\$440,000	\$2,200,000
Hudson & Stow	Assabet River Rail Trail Design (HPP 1761)	\$269,250	\$67,312	\$336,562
Somerville	I-93 Mystic Avenue Interchange Study (HPP 792)	\$359,000	\$89,750	\$448,750
Somerville	604778 Union Square Improvements Study (HPP 999)	\$73,961	\$18,490	\$92,451
Somerville	604872 Assembly Square Multimodal Access Improvements Construction (HPP 4281)	\$5,007,375	\$1,251,844	\$6,259,219
Somerville	605219 Improvements to Broadway in Somerville Construction (HPP 431)*	\$1,987,798	\$496,950	\$2,484,748
Sudbury	Assabet River NWR Parking Design and Construction (HPP 451)**	\$336,000	\$84,000	\$420,000
Walpole	605187 Washington St Construction (HPP 2431)	\$1,259,860	\$314,965	\$1,574,825
Weymouth	601630 Route 18 Design (HPP 1236)	\$1,336,000	\$334,000	\$1,670,000
Weymouth	Weymouth Multi-Modal Center Construction (HPP 4276)	\$8,011,800	\$2,002,950	\$10,014,750
Section 112		<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Medford	605122 Clippership Drive Streetscape Construction	\$990,000		\$990,000
Section 117		<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Milton	East Milton Square Parking Study (#871)	\$150,000		\$150,000
Somerville	Adaptive Reuse and Streetscape Improvements Construction	\$350,000		\$350,000
Section 330				
Winthrop	Winthrop Ferry Improvements Construction	\$496,750		\$496,750
PLHD Awards (2003)		<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Boston	Long Island Pier Improvements	\$35,000		\$35,000
2004 Ferry Boat Discretionary Commuter Ferry		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Winthrop	Winthrop Ferry Improvements Construction	\$264,232	\$66,058	\$330,290
2005 Ferry Boat Discretionary Ferry Infrastructure		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Winthrop	Winthrop Ferry Improvements Construction	\$208,167	\$52,042	\$260,209
Eastern Federal Lands Highway Division		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Minuteman National Park (Concord)	Pavement Management Project	\$230,000		\$230,000
Faneuil Hall Marketplace	Visitor Center Renovation	\$3,691,604	\$922,901	\$4,614,505
			High-Priority Projects Total	\$56,392,195

*Additional money to be provided from outside sources

**Project management by US Fish and Wildlife

National Highway System - Non Target

Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$12,400,000	\$3,100,000	\$15,500,000
		NHS Non Target Total	\$12,400,000	\$3,100,000	\$15,500,000

FEDERAL-AID BRIDGE PROJECTS

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Bridge					
Boston	604388	Route 145 over Belle Isle Inlet	\$4,720,000	\$1,180,000	\$5,900,000
Frammingham	604013	Fountain St over MBTA	\$3,120,000	\$780,000	\$3,900,000
		Major Bridge Total	\$7,840,000	\$1,960,000	\$9,800,000
Advance Construction Bridge			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$9,200,000	\$2,300,000	\$11,500,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$7,200,000	\$1,800,000	\$9,000,000
Lynn & Saugus	26710	Route 107 (Fox Hill) Bridge, Year Four	\$6,880,000	\$1,720,000	\$8,600,000
		Advance Construction Bridge Total	\$23,280,000	\$5,820,000	\$29,100,000
Special Bridge Program			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Littleton	604841	Taylor Street over I-495	\$18,240,000	\$4,560,000	\$22,800,000
Maynard	603658	Route 27 over the Assabet River	\$5,040,000	\$1,260,000	\$6,300,000
		Special Bridge Total	\$18,240,000	\$4,560,000	\$22,800,000
Accelerated Bridge Program - Federal Aid GANS Projects***			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Ashland	603602	Route 135 (Union Street) over the Sudbury River			\$3,150,000
Boston/Cambridge	604361	Longfellow Bridge (Cambridge Street over the Charles River)			\$60,000,000
Boston	603654	Morton Street over the MBTA			\$4,157,100
Boston	603443	River Street over the MBTA and Amtrak			\$9,633,664
Wellesley	600776	Rockland Street over CSX			\$2,286,129
		Accelerated Bridge Program Total			\$79,226,893
			Federal-Aid Bridge Total		\$156,426,893

***GANS conversion to federal aid to begin in 2015

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Interstate Maintenance					
Waltham	604710	Interstate 95	\$19,807,920	\$2,200,880	\$22,008,800
		Interstate Maintenance Total	\$19,807,920	\$2,200,880	\$22,008,800
			Total Highway Program		\$445,170,578

Amendment Four FFYs 2010 - 2013 TIP

FFY 2010

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604761	South Bay Harbor Trail (construction)	\$3,080,000	\$770,000	\$3,850,000
Weymouth	114906	Route 53 (Washington Street)/Middle Street	\$1,820,656	\$455,164	\$2,275,820
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region		Regionwide CMAQ Program	\$1,600,000	\$400,000	\$2,000,000
Congestion Mitigation and Air Quality Improvement Program Total			\$6,500,656	\$1,625,164	\$8,125,820
			<i>Minimum CMAQ Regional Target</i> \$0		

National Highway System			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph & Westwood	87800	Route 128 Improvement Program Contract 3, Year Four of Six	\$5,600,000	\$1,400,000	\$7,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Two of Six	\$8,000,000	\$2,000,000	\$10,000,000
National Highway System Total			\$13,600,000	\$3,400,000	\$17,000,000

Surface Transportation Program			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$7,360,000	\$1,840,000	\$9,200,000
Lexington	602133	Intersection Improvements at Route 2A and Waltham St	\$1,289,560	\$322,390	\$1,611,950
Everett, Boston	602382	Route 99 (Broadway)	\$2,771,088	\$692,772	\$3,463,860
Weymouth, Rockland	604510	East-West Parkway	\$10,400,000	\$4,600,000	\$15,000,000
Surface Transportation Program Total			\$21,820,648	\$7,455,162	\$29,275,810

Highway Safety Improvement Program (HSIP) Project			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$3,867,039	\$429,671	\$4,296,710
Highway Safety Improvement Program Total			\$3,867,039	\$429,671	\$4,296,710
			<i>Minimum HSIP Regional Target</i> \$4,296,710		

Total Regional Target Programming **\$56,698,340**
Boston Region MPO Regional Target with State Match **\$56,607,514**

FEDERAL AID NON-TARGET PROJECTS

American Recovery and Reinvestment Act of 2009			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Arlington, Cambridge, Somerville	605372	Minuteman Connector	\$3,600,000		\$3,600,000
Bellingham	602493	Pulaski Blvd	\$12,982,190		\$12,982,190
Boston		Resurfacing on Federal Aid Roads within Boston	\$21,500,000		\$21,500,000
Boston, Newton, Watertown	605662	Nonantum Rd Improvements	\$7,926,360		\$7,926,360
Boston Region		Massachusetts Emergency Transportation Fiber Optic Network	\$1,700,000		\$1,700,000
Boston Region		Key Bus Route Investment (flex money to MBTA)	\$10,000,000		\$10,000,000
Braintree	602027	Resurfacing of Route 37	\$2,700,000		\$2,700,000
Cambridge		Red Line Floating Slab Work - Harvard to Alewife (flex money to MBTA)	\$4,311,700		\$4,311,700
Danvers/Peabody	605383	Resurfacing and Related work on Route 114	\$3,300,000		\$3,300,000
Framingham, Natick	604991	Route 9	\$12,500,000		\$12,500,000
Lynnfield, Wakefield	605756	Improvements at Walnut St and I-95 and Salem St and Audubon Road and I-95	\$5,922,500		\$5,922,500
Medford	605122	Clippership Drive	\$1,000,000		\$1,000,000
Norwood	604916	Pleasant St at Morse St	\$1,151,600		\$1,151,600
Quincy	604664	Quincy Center Concourse, Phase II	\$8,100,000		\$8,100,000
Revere		Wonderland Station Garage (flex money to MBTA)	\$22,700,000		\$22,700,000
Somerville	605680	Assembly Square Access Improvements	\$15,000,000		\$15,000,000
Somerville	603288	Reconstruction of Washington St	\$1,750,000		\$1,750,000
Winchester		Wedgemere Commuter Rail Accessibility Enhancement	\$2,000,000		\$2,000,000
American Recovery and Reinvestment Act Total			\$138,144,350		\$138,144,350

High-Priority Projects (TEA-21)			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston		Huntington Ave/Symphony Area Streetscape Construction (HPP 447)	\$2,140,232	\$535,058	\$2,675,290
Boston		Huntington Ave/Symphony Area Streetscape Construction (HPP 1811)	\$820,080	\$205,020	\$1,025,100

High-Priority Projects (SAFETEA-LU)			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Acton to Stow	604531	Assabet River Rail Trail Design (HPP 1761)	\$1,079,881	\$269,970	\$1,349,851
Boston		Chelsea St Bridge Replacement Construction (HPP 2592)	\$1,700,000	\$425,000	\$2,125,000
Boston		Chelsea St Bridge Replacement Construction (HPP 4265)	\$6,008,000	\$1,502,000	\$7,510,000
Boston	604997	Museum Way Improvements Construction (HPP 1960)	\$2,871,997	\$717,999	\$3,589,996
Boston	604997	Museum Way Improvements Right of Way Acquisition (HPP 4275)	\$3,004,425	\$751,106	\$3,755,531
Boston		Northern Avenue Bridge Design (HPP 4271)	\$800,000	\$200,000	\$1,000,000

MBTA Federal Funding Program

MBTA/TRANSIT TIP EARMARK/GRANT FUNDING ADDITIONS -- April 2010			
Section	Title	FFY09	FFY10
		(Fed. Portion)	(Fed. Portion)
		Federal	

5309 Bus/Bus Facilities

Revere	Wonderland Station Intermodal	\$ 406,296	
Revere	Wonderland Station Intermodal		\$ 750,000

TIGER Grant Award

Revere	Wonderland TOD Plaza		\$ 20,000,000
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DEVAL L. PATRICK
GOVERNOR
TIMOTHY P. MURRAY
LT. GOVERNOR
JEFFREY B. MULLAN
SECRETARY & CEO

Moving Massachusetts Forward.
massDOT
Massachusetts Department of Transportation

March 26, 2010

Cassius Cash, Superintendent
National Park Service, Boston National Historical Park
Charlestown Navy Yard
Boston, MA 02129-4543

Dear Mr. Cash:

We have received your letter requesting the transfer of funding from the Federal Highway Administration (FHWA) to the National Park Service (NPS) for the Boston National Historical Park for Project #4277 in Section 1701 of the SAFETEA-LU Act. Please be informed that we have requested the Boston Region MPO to adjust their FFY2010 Boston Region Transportation Improvement Program (TIP) to include the balance of funds for this High Priority Project. The Boston Region MPO will take up this action at their next meeting which is scheduled for April 1, 2010. Upon completion of this MPO action, we will initiate the transfer of funds from FHWA to NPS.

Please note that both FHWA and our records indicate a total of \$4,614,505 in federal funding remains for this earmark and we have instructed the Boston Region MPO to include this amount in their TIP adjustment action. We also note in your letter that the City of Boston is providing the 20% non-federal matching funds for this project.

If you have any questions or comments, please contact me at (617) 973-7844 or Guy Bresnahan at (617) 973-7884.

Sincerely,

David J. Mohler
Executive Director
Office of Transportation Planning

cc: Arthur Shea CFO, MassDOT
Mark Guenard, MassDOT
Guy Bresnahan, MassDOT
Pam Wolfe, Boston MPO
Hayes Morrison, Boston MPO

www.mass.gov/massdot

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United States Department of the Interior

NATIONAL PARK SERVICE
Boston National Historical Park
Charlestown Navy Yard
Boston, Massachusetts 02129-4543

IN REPLY REFER TO:
D52 (BOST-S)

March 5, 2010

Mr. David Mohler
Executive Office of Transportation
Commonwealth of Massachusetts
10 Park Plaza, Suite 4150
Boston, MA 02116

Dear Mr. Mohler:

I am writing to request the transfer of funding from the Federal Highway Administration to the National Park Service (NPS) for Boston National Historical Park for Project #4277 in Section 1701 of the SAFETEA-LU Act. Below is a breakdown of how the funds have been distributed to date:

FY-2005	\$1,192,000	received
FY-2006	\$1,203,820	received
FY-2007	\$1,266,393	
FY-2008	\$1,266,393	
FY-2009	<u>\$1,266,393</u>	
Total	\$6,194,999	

Balance left to transfer \$3,799,179

We understand this total to be the remaining balance in the account. The project is authorized at \$7,000,000 and is titled "Design and Construct Boston National Historical Park Traveler Information System and Visitor Center in Boston".

We have been working closely with the city of Boston to develop plans and specifications that will renovate the market floor and lower level of Faneuil Hall. Plans are now complete and we would like to award the project in the spring of 2010. The city has provided the required 20 percent non-federal matching funds.

Funds should be transferred to the National Park Service, WASO Budget office attention: John Powers and Theresa Hensley. If you have any question regarding the project or this request, please call David Brouillette, Assistant Superintendent at 617-242-5646.

Sincerely,


Cassius Cash
Superintendent

cc: Guy Bresnahan
Arthur Shea

FEDERAL HIGHWAY ADMINISTRATION
FISCAL MANAGEMENT INFORMATION SYSTEM
DEMO PROJECT SUMMARY DATA

Appropriated and Allocated Amounts by Public Law and Section for Demo ID: MA196

Demo Description: Design and construct Boston National Park traveler information system
and visitor center in Boston

Pub Law	Publaw Section	Publaw Subsection	Auth/Approp	Allocated
1090059	1702	4277	0.00	1,424,325.00
1090059	1702	4277	1,400,000.00	0.00
1090059	1702	4277	2,800,000.00	2,800,000.00
1090059	1702	4277	5,600,000.00	390,180.00
Total for Demo ID:			9,800,000.00	4,614,505.00



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968
Tel. (617) 973-7100
Fax (617) 973-8855
TTY (617) 973-7089
www.bostonmpo.org

Jeffrey B. Mullan
MassDOT Secretary and CEO
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:

MassDOT Office of Planning and
Programming

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

MassDOT Highway Division

Massachusetts Port Authority

Regional Transportation Advisory
Council (nonvoting)

Federal Highway Administration
(nonvoting)

Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE April 15, 2010
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Arnold J. Soolman, CTPS Director
RE Work Program for: MBTA Title VI Program Monitoring

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Bay Transportation Authority, vote to approve the work program for MBTA Title VI Program Monitoring in the form of the draft dated April 15, 2010.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Planning Studies

CTPS Project Number
11371

Client
Massachusetts Bay Transportation Authority
Project Supervisor: Joe Cosgrove

CTPS Project Supervisors
Principal: Elizabeth M. Moore
Manager: Annette Demchur

Funding
Future MBTA Contract

IMPACT ON MPO WORK

The MPO staff has sufficient resources to complete this work in a capable and timely manner. By undertaking this work, the MPO staff will neither delay the completion of nor reduce the quality of other work in the UPWP.

BACKGROUND

Every three years, the Massachusetts Bay Transportation Authority (MBTA) is required to submit reports to the Federal Transit Administration (FTA) Office of Civil Rights detailing the MBTA's efforts to comply with Title VI of the Civil Rights Act of 1964. In addition, FTA has at times required the MBTA to provide quarterly reports to more closely track specific elements of Title VI compliance.

Title VI reports assess the comparative levels and quality of service on the public transportation network for minority and/or low-income neighborhoods compared to other neighborhoods. The definitions of minority and low-income, as well as the requirements for demonstrating compliance with Title VI, are outlined in FTA Circular 4702.1A.

The most recent triennial Title VI report was provided by the MBTA to FTA in 2008. In this report, the MBTA outlined an ongoing process of Title VI data collection and analysis; documented the results of current assessments of compliance; and indicated responsive action that would be taken with respect to Title VI concerns in the interim years before the 2011 report. In addition, the MBTA continues to report quarterly to FTA on the performance of the Silver Line Washington Street BRT service.

CTPS has performed data collection and analysis for MBTA Title VI reporting, including the 2005 and 2008 triennial reports to FTA, annual internal reports for ongoing monitoring, and quarterly reporting, as required. The present project represents the continuation of the monitoring effort, and encompasses the data collection and analysis of service indicators reported both annually and biennially. Data collected and analyzed for the Silver Line Washington Street BRT service will be reported to FTA quarterly under a separate work scope. All other data will be analyzed and reported in a federal fiscal year (FFY) 2010 annual report to the MBTA, which will also be incorporated into the next triennial Title VI report to FTA in FFY 2011.

OBJECTIVES

CTPS will assist the MBTA in data collection, will conduct assessments of service performance throughout the system, and will report the results to the MBTA. Comparisons of performance in minority and/or low-income communities with performance in communities that are not minority and/or low-income will be conducted

according to guidelines provided in FTA Circular 4702.1A. These guidelines define minority areas as “a geographic area, such as a neighborhood, Census tract, or traffic analysis zone where the proportion of minority persons residing in that area exceeds the average proportion of minority persons in the recipient’s service area,” and low-income areas as “a geographic area, such as a neighborhood, Census tract, or traffic analysis zone where the proportion of low-income persons residing in that area exceeds the average proportion of low-income persons in the recipient’s service area.” The guidelines also identify service characteristics—or service indicators—for which the performance comparisons must be made.

The MBTA has established an internal schedule that includes annual monitoring for some service indicators and biennial or triennial monitoring for others. Annual and biennial results are reported to the MBTA for internal monitoring so that any problems can be addressed early. Every three years, the most recent annual and biennial monitoring results are compiled into the required triennial Title VI report to FTA.

This FFY 2010 scope will meet the following objectives for required annual, biennial, and quarterly reporting to the MBTA.

1. Evaluate vehicle load, vehicle headway, on-time performance, distribution of transit amenities, and service availability indicators according to the established service standards. For those service indicators that the MBTA monitors annually and biennially, provide summary statistics on the levels of service provided to predominantly minority and/or low-income areas compared to the levels of service provided to other areas.
2. Assemble the results of the new level-of-service and quality-of-service analyses into a report to the MBTA.

WORK DESCRIPTION

The Title VI Circular identifies a number of service indicators for level-of-service monitoring for which the comparative analysis must be completed. The MBTA monitors some level-of-service indicators annually, including vehicle assignment; passenger security inspections by transit security personnel; and the distribution, operability, and/or utilization of three transit amenities: (1) automated fare collections (AFC) gates, vending machines, and retail sales outlets; (2) station elevators and escalators; and (3) MBTA-owned station parking. The MBTA monitors vehicle load, vehicle headway, and on-time performance; service availability; and the distribution and condition of bus shelters every two years (in even-numbered years). In odd-numbered years, the MBTA monitors station conditions and amenities, the distribution of neighborhood maps, and the distribution and operability of variable-message signs. (These indicators will not be monitored this year because 2010 is an even-numbered year.)

Quality-of-service monitoring is conducted as part of the MBTA's ongoing service planning process, and is used to assess if there are any inequities in the average performance of services in predominantly minority and/or low-income areas and other areas.

Most of the level-of-service and quality-of-service analyses rely on up-to-date data coverages of MBTA transit routes and amenities in the geographic information system (GIS) database maintained by CTPS. These coverages allow CTPS to designate amenities as being located in, and routes as serving, predominantly minority and/or low-income areas.

Task 1 Level-of-Service Monitoring

The first step in the level-of-service monitoring is to assess the performance of specific services against established service standards and policies for specified service indicators and then to compare the performance of the services provided for predominantly minority and/or low-income areas with the performance of services provided for other areas. The service indicators for which CTPS will collect and/or analyze data, and the actions that will be taken by CTPS, are described below.

- **Vehicle Load, Vehicle Headway, and On-Time Performance:** The MBTA reports on vehicle loads, vehicle headways, and on-time performance on all modes every two years. Data for the Green Line and for verifying counts from automated passenger counting (APC) counts are collected by CTPS through field observations. Data for all other modes are provided to CTPS by the MBTA. The analysis will be completed to compare the vehicle loads, frequency of service, and schedule adherence of those routes identified as being in minority and/or low-income areas to routes in other areas.
- **Service Availability:** The MBTA reports on service availability every two years. CTPS conducts the analysis of service availability in areas with greater than 5,000 people/square mile using the MBTA route network for all modes and compares the availability in areas identified as minority and/or low-income to the availability in other areas.
- **Distribution of Transit Amenities:** CTPS will conduct monitoring on the following transit amenities in the context of this work program: the location and condition of bus shelters, as well as the benches, timetables, and route maps that are provided in the shelters; the distribution and/or operability of AFC fare gates, fare vending machines, and retail sales terminals; the distribution and operability of station elevators and escalators; and the distribution and utilization of station parking. Monitoring data for the bus shelters and related amenities is collected by CTPS through field observations. Data on all other amenities are provided to CTPS by the MBTA. For each amenity, the location, condition, and/or operability of those found in

predominantly minority and/or low-income areas or stations to amenities in other areas or stations will be analyzed.

- **Vehicle Assignment:** For bus vehicle assignment, CTPS will obtain and analyze Bus Operations garage pullout and maintenance records for at least one sample hot day during the summer. Using these data, CTPS will analyze the functionality of air conditioning and the vehicle age for buses on routes that serve predominantly minority and/or low-income areas compared to buses on routes that serve other areas. Vehicle assignment analysis, for vehicle age only, will be completed for rapid transit and commuter rail using data collected through CTPS field observations and/or provided by the MBTA.
- **Transit Security:** Using data provided by the MBTA, CTPS will compare the percentage of passenger inspections at transit stations in minority and/or low-income areas with the percentage at stations in other areas throughout the system.

Products of Task 1

- Level-of-service summaries showing the vehicle loads, vehicle headway, and on-time performance of routes in predominantly minority and/or low-income areas and in other areas.
- Level-of-service summaries showing the service availability in predominantly minority and/or low-income areas and in other areas.
- Level-of-service summaries showing the distribution of transit amenities and passenger security inspections in predominantly minority and/or low-income areas and in other areas.
- Level-of-service summaries by route for vehicle assignment (based on vehicle age and air conditioning), with an indication of which routes serve predominantly minority and/or low-income areas.

Task 2 Quality-of-Service Monitoring

The quality-of-service analysis is an element of the MBTA's ongoing service planning process. Using the MBTA's trip-planning software, average peak-period travel time (including wait times), trip length, average travel speed, number of transfers per trip and per mile, cost per trip, and cost per mile will be measured for the 10 most-densely-populated minority (and mostly low-income) and nonminority (and mostly non-low-income) transportation analysis zones (TAZs) to the five destinations with the highest density of work trip attractions. Results for minority communities will then be compared to those for nonminority communities and presented in tabular form, along with text interpretation.

Product of Task 2

Quality-of-service summary.

Task 3 Prepare Internal Report for the MBTA

CTPS will compile the results of the level-of-service and quality-of-service analyses into an FFY 2010 report to the MBTA. This report will provide the data needed for the MBTA to determine whether any corrective actions need to be taken to ensure that services in minority and/or low-income areas are comparable to those in other areas.

Product of Task 3

FFY 2010 Report for MBTA.

Task 4 Provide Technical Support to the MBTA

CTPS staff will provide technical assistance to the MBTA to address Title VI issues as necessary.

Product of Task 4

Technical support provided to the MBTA as necessary.

ESTIMATED SCHEDULE

It is estimated that this project would be completed six months 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 \$54,922. This includes the cost of 24.6 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
 MBTA Title VI Program Monitoring

Task	Month					
	1	2	3	4	5	6
1. Level-of-Service Monitoring	A					
2. Quality-of-Service Monitoring		B				
3. Internal Report for MBTA					C	
4. Technical Support to MBTA						

Products/Milestones

- A: Level-of-service summaries
- B: Quality-of-service summaries
- C: Annual report to MBTA on level-of-service and quality-of-service monitoring

Exhibit 2
 ESTIMATED COST
 MBTA Title VI Program Monitoring

Direct Salary and Overhead **\$54,422**

Task	Person-Weeks							Direct Salary	Overhead (@ 88.99%)	Total Cost
	M-1	P-5	P-4	P-3	SP-3	Temp	Total			
1. Level-of-Service Monitoring	1.0	2.0	4.0	4.0	3.3	3.2	17.5	\$18,051	\$16,064	\$34,115
2. Quality-of-Service Monitoring	0.2	0.2	0.5	0.2	0.0	0.5	1.6	\$1,717	\$1,528	\$3,245
3. Internal Report for MBTA	1.5	0.0	0.0	2.0	0.0	0.0	3.5	\$4,514	\$4,017	\$8,531
4. Technical Support to MBTA	1.0	0.0	0.0	1.0	0.0	0.0	2.0	\$4,514	\$4,017	\$8,531
Total	3.7	2.2	4.5	7.2	3.3	3.7	24.6	\$28,796	\$25,625	\$54,422

Other Direct Costs **\$500**

Travel \$500

TOTAL COST **\$54,922**

Funding
Future MBTA Contract



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968
Tel. (617) 973-7100
Fax (617) 973-8855
TTY (617) 973-7089
www.bostonmpo.org

Jeffrey B. Mullan
MassDOT Secretary and CEO
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:

MassDOT Office of Planning and
Programming
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
MassDOT Highway Division
Massachusetts Port Authority
Regional Transportation Advisory
Council (nonvoting)
Federal Highway Administration
(nonvoting)
Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE April 1, 2010
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Arnold J. Soolman, CTPS Director
RE Work Program for: Evaluation of the Central Mass. Rail Right-of-Way
as a Joint Busway and Trail Facility

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Metropolitan Area Planning Council, vote to approve the work program for Evaluation of the Central Mass. Rail Right-of-Way as a Joint Busway and Trail Facility in the form of the draft dated April 1, 2010.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Technical Support/Operations Analysis Projects

CTPS Project Number
53217

Client
MAPC
Project Supervisor: Eric Bourassa

CTPS Project Supervisors
Principal: Karl Quackenbush
Manager: Scott Peterson

Funding
MAPC

IMPACT ON MPO WORK

The MPO staff has sufficient resources to complete this work in a capable and timely manner. By undertaking this work the MPO staff will neither delay the completion of nor reduce the quality of other work in the UPWP.

BACKGROUND

The Central Mass. rail line split off from the Fitchburg line in Waltham and extended west to Berlin and Clinton. Beginning in 1958, commuter rail service on the line began to be cut back in stages, until the last remaining service from South Sudbury eastward was discontinued in 1971. Freight service on the Waltham-to-Hudson segment of the line was discontinued in 1980.

In the years since, various entities have expressed interest in restoring the commuter rail service to that MBTA-owned right-of-way, and in 1996, CTPS produced a study of the feasibility of doing so.¹ In addition, there has been interest shown in using the right-of-way for a trail, and CTPS conducted a study of that in 1997.² Since that time, plans for using the right-of-way for a trail have advanced. To that end, the MBTA and the state Department of Conservation and Recreation are moving forward on an agreement whereby DCR would lease the right-of-way from the MBTA for 99 years with the intent of developing a trail along it.

In the meantime, while those plans are proceeding, the MAGIC subregion of MAPC would like to investigate the possibility of developing the right-of-way as both a trail and a busway. MAPC has asked CTPS to assist in this investigation. While MAPC would lead the effort and conduct public outreach in the communities through which the right-of-way goes, CTPS would conduct some modest amount of technical work as described below.

OBJECTIVES

The objectives of CTPS's contribution to this investigation are as follows:

1. Estimate usage for both the trail and busway elements of this idea
2. Provide an overview of physical and environmental issues associated with use of the right-of-way in this manner

¹ CTPS Technical Report, *Central Mass. Commuter Rail Feasibility Study*, December 1996.

² CTPS Technical Report, *Central Massachusetts Rail Trail Feasibility Study*, April 1997.

WORK DESCRIPTION

Funds for this effort are limited, and therefore, this cannot be an in-depth study of the issues. Rather, this is intended to be a broad-brush treatment of physical and environmental issues, and a sketch-level estimate of potential joint trail and busway usage. Fortunately, there are earlier efforts, cited above, that can be used as starting points for this effort. The basic approach will, therefore, be to review the two earlier studies, conduct some limited field reconnaissance as necessary, and update the essential elements of those earlier efforts.

It is assumed that MAPC will produce the overall report on this collaborative work effort, and that CTPS's contributions will be documented in two technical memoranda that MAPC will combine with the output of its own effort.

Task 1 Estimate Potential Usage of a Joint Trail/Busway Facility

Both of the earlier studies included estimates of potential usage. The commuter rail usage forecasts will be updated to reflect new demographics, the fact that the transit service of interest is a bus rather than commuter rail, and other considerations. We will need to have some description of the busway service characteristics to assume for this purpose, and we assume that this information will be provided by the proponents of the project.

Likewise, the earlier forecasts of usage of this right-of-way as a trail will be examined and updated. Contemporary demographic forecasts will be taken into account, as will the possibility that a combined trail/busway facility could have a synergistic effect on trail usage as compared to just a trail alone.

Product of Task 1

A technical memorandum containing forecasts of potential trail and bus usage.

Task 2 Provide an Overview of Physical and Environmental Issues Associated with Joint Use of the Right-of-Way

The two earlier studies addressed various physical and environmental issues. For example, the trail study examined right-of-way width issues, noise, and at-grade crossings. The commuter rail study examined such things as air quality, traffic (very generally), and impacts on abutters. These and all of the other pertinent issues contained in those studies will be looked at again and with respect to this being a joint trail/busway facility. New issues that arise from this particular proposal, such as whether there is sufficient right-of-way width for both uses, will be addressed as well.

Product of Task 2

A technical memorandum containing a general treatment of all relevant physical and environmental issues associated with a joint trail/busway facility.

ESTIMATED SCHEDULE

It is estimated that this project will be completed 4 months 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 for state fiscal year (SFY) 2010 is estimated to be \$8,015. This includes the cost of 3.6 person-weeks of staff time and overhead at the rate of 88.99 percent. A detailed breakdown of estimated costs is presented in Exhibit 2.

AJS/KHQ/khq

Exhibit 1
 ESTIMATED SCHEDULE
 Evaluation of Central Mass. Rail ROW as Joint Busway and Trail Facility

Task	Month			
	1	2	3	4
1. Usage Forecasts		A		
2. Physical/Environmental Issues	B			

Products/Milestones
 A: Technical memorandum no. 1
 B: Technical memorandum no. 2

Exhibit 2
 ESTIMATED COST
 Evaluation of the Central Mass. Rail ROW as a Joint Busway and Trail Facility

Direct Salary and Overhead	\$7,990
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Task	Person-Weeks					Direct Salary	Overhead (@ 88.99%)	Total Cost
	M-1	P-5	P-4	P-1	Total			
1. Usage Forecasts	0.1	0.2	0.4	0.2	0.9	\$1,105	\$984	\$2,089
2. Physical/Environmental Issues	0.0	1.0	0.7	1.0	2.7	\$3,122	\$2,779	\$5,901
Total	0.1	1.2	1.1	1.2	3.6	\$4,228	\$3,762	\$7,990

Other Direct Costs	\$25
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Travel	\$25
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TOTAL COST	\$8,015
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Funding
 MAPC