## Memorandum for the Record

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

### April 14, 2011 Meeting

10:00 AM – 12:30 PM, State Transportation Building, MPO Conference Room, Suite 2150, 10 Park Plaza, Boston

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

## Decisions

The Transportation Planning and Programming Committee agreed to the following:

- table the vote on the revisions to the MPO's Memorandum of Understanding (MOU) until May 5
- release Draft Amendment Four of the federal fiscal year (FFY) 2011 element of the FFYs 2011-14 Transportation Improvement Program (TIP) for a 30-day public comment period
- approve the minutes of the meetings of March 24 and 31 with a recommended change to the minutes of March 24

## Meeting Agenda

## 1. Public Comments

State Senator Karen Spilka requested that the MPO postpone the vote, scheduled for today, on revisions to the MPO's Memorandum of Understanding (MOU). She cited concerns expressed by legislators, who submitted letters to the MPO during a public comment period, and who would like more discussion and deliberation regarding the MOU. (See attached letters.) She stated that a comprehensive vision is needed considering the important role that transportation plays in the economic development of the region. She noted that there have been economic changes in the MetroWest area since the last MOU was adopted and that the MetroWest Regional Transit Authority should have a voting seat on the MPO.

Roland Bartl, Town of Acton, provided an update on the *Assabet River Rail Trail* and *Bruce Freeman Memorial Rail Trail* projects. The design of the Acton and Maynard sections of the Assabet River Rail Trail are underway. The MBTA is changing the design of a commuter rail station on the Fitchburg Line to provide better access from the trail. The preliminary design is under way for the Stow portion of the trail. The project proponents will be asking the MPO to program a High-Priority Program earmark for the Stow portion. A consultant has been engaged for the Bruce Freeman Rail Trail project. MassDOT is working on the 25% design of the link between Phase 2A and 2C.

R. Bartl also commented on a discussion at the meeting of March 31 regarding estimated ridership on proposed multi-use trails in the region. He asked the MPO to keep in mind that the data presented was for single data points on unfinished trails. He noted that new

sidewalks in his town are attracting more walkers, and stated that people's behavior will not change unless facilities are provided to them.

Judy LaRocca, Chair of the Bruce Freeman Rail Trail Advisory Committee, Town of Concord, also spoke regarding the staff memorandum. She remarked upon the heavy traffic congestion at the Concord Rotary and noted that the Bruce Freeman Rail Trail would provide an alternate means for those commuters to access public transit.

## 2. Chair's Report – David Mohler, MassDOT

There was none.

**3.** Subcommittee Chairs' Report – Eric Bourassa, Metropolitan Area Planning Council (MAPC)

There was none.

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

The Advisory Council met on April 13 to finalize a letter to the MPO regarding the Long-Range Transportation Plan (LRTP). (See attached letter.) In the letter, the Council expresses support for the MPO's priorities in the LRTP and expresses that it favors rail, transit, bicycle, and pedestrian projects over highway projects. The Council favors funding maintenance and modernization over expansion, and it would like the MPO to leave 20% of funding unprogrammed for unforeseen projects. It would also like the MPO to study how freight movement could be improved.

# **5. Director's Report** – Karl Quackenbush, Acting Director, Central Transportation Planning Staff (CTPS)

The Transportation Planning and Programming Committee will not meet on April 21 as previously scheduled. The Unified Planning Work Program (UPWP) Subcommittee is still scheduled meet on April 21 to discuss UPWP projects.

## 6. Memorandum of Understanding and Election Process – David Mohler, MassDOT,

and Pam Wolfe, Manager of Certification Activities, MPO Staff Members were scheduled to vote today on revisions to the MPO's Memorandum of Understanding (MOU) following a public comment period. In light of comments received from state legislators that vote was postponed.

A motion to table the vote on the revisions to the MPO's MOU until the meeting of May 5 was made by Eric Bourassa, MAPC, and seconded by Jim Gillooly, City of Boston. The motion carried.

During a discussion of this topic, Mary Pratt, Town of Hopkinton, expressed opposition to a proposed change that would eliminate the requirement to have an equal number of elected cities and towns serving on the MPO. Removing that requirement would result in unfair representation on the MPO, she believes. Paul Regan, MBTA Advisory Board, noted that the MPO should not delay the vote on the MOU too long considering the need to conduct outreach for the MPO elections.

Members agreed to hold public workshops before the final vote to provide another opportunity (beyond the public comment period) for public discussion.

Members then discussed proposed changes to the MPO's election process. (See attached memorandum on MPO municipal election procedures.) An MPO subcommittee – made up of the MPO's representatives from MAPC, the MBTA Advisory Board, and the Regional Transportation Advisory Council – was charged with reviewing the election procedures. The subcommittee has supported removing the requirement for having three cities and three towns on the MPO and recommended changing the election rules to allow six municipalities (regardless of their designation as a city or town) to serve. This change responds to guidance from the Federal Highway and Transit Administrations that the MPO encourage more municipalities to run for a seat on the MPO. The subcommittee has also recommended eliminating the rule that limits the number of municipalities from a subregion that can run, since this rule is perceived as discouraging municipalities from running. The changes also reduce the complexity of the election procedures.

M. Pratt reiterated her opposition to removing the city/town requirement and noted that serving on the MPO is a serious time commitment for town representatives.

John Romano, MassDOT Highway Division, expressed support for the change that allows any 6 municipalities to serve since it will open up the election to more municipalities.

Ginger Esty, Town of Framingham, remarked that towns are represented in two ways in this region, thorough MAPC and the MPO. Towns represent themselves in their interactions with MAPC, but town members seated on the MPO represent the entire region. If a town has a seat on the MPO, it should be taking a regional approach, not just lobbying for its own interests.

P. Regan reminded members of the outreach that the MBTA Advisory Board and MAPC – both of which administer the MPO elections – have done over the past few years around the elections. They have held Candidates' Nights, which were videotaped and put online, conducted outreach to the subregions, and released notices of elections through several avenues. He stated that he welcomes new ideas of ways to advertise the elections.

Tom Bent, City of Somerville, noted that changes to the MPO's process for developing the Transportation Improvement Program (TIP) may lead to more discussions between municipalities regarding TIP projects.

Staff was directed to set up workshops for the MOU discussions.

7. Transportation Improvement Program Amendment – Hayes Morrison, TIP Manager, MPO Staff

Members were provided with tables showing Draft Amendment Four of the FFY 2011 element of the FFYs 2011-14 Transportation Improvement Program (TIP). (See attached.)

## Proposed Clean Air and Mobility Projects

The amendment details the projects that the MPO's Clean Air and Mobility Program Subcommittee are recommending to receive funding under the MPO's Clean Air and Mobility Program. E. Bourassa summarized the recommended projects:

- MetroWest Regional Transit Authority: *Route 7 Saturday Service* (Year 3)
  - This service has exceeded projections for ridership.
- Town of Acton: *Rail Shuttle* (Year 2)
  - Last year the MPO also funded a Dial-a-Ride program in Acton, but the ridership was below projections. That program is not recommended for funding this year.
- Town of Hull: *Ferry Service* (Year 2)
  - The first year of this service will begin in June. The MPO has the right to re-evaluate this service based on ridership from this summer.
- Cape Ann Transportation Authority: *Stage Fort Shuttle* (Year 2)
   This shuttle serves the Town of Gloucester.
- MBTA: Four Head End Power Unit Retrofits
  - This project funds the retrofit of four commuter rail locomotives to make them more fuel efficient and less polluting.
- 128 Business Council: Smart Bus Application
  - This project funds the development and implementation of software to make the Council's bus service more efficient and allow for more variability in its fixed routes service, and to coordinate existing transit in the Route 128 corridor.
- City of Boston: *Bike Share* (Year 2)
- Town of Brookline: *Bike Share* (Year 1)
- City of Cambridge: *Bike Share* (Year 1)

In response to a question from D. Mohler regarding the state match for the bike share projects, H. Morrison explained that the table heading indicated that the match was "state/local/in kind" and includes the amount of funding the cities are receiving from other entities such as universities and other federal grants.

D. Mohler asked that the City of Boston provide more information to the MPO about how the city is spending the funds that the MPO is programming for its Bike Share Program. J. Gillooly offered to have the city's bicycle program director give a presentation to the MPO.

Wig Zamore, Somerville Transportation Equity Partnership and Mystic View Task Force, asked if the efficiency of the retrofits to the MBTA's locomotives will be measured after the equipment is retrofitted. H. Morrison stated that the MBTA project is an extension of

a grant from the Department of Environmental Protection (DEP) and that the federal government does not require the MPO to measure the emissions resulting from the retrofits, but instead requires that the retrofit is consistent with Congestion Mitigation and Air Quality Improvement Program guidelines. Brian Kane, MBTA Advisory Board, added that the same standards used by DEP will apply to this project. D. Mohler stated that the MBTA will likely not measure these emission reductions. P. Regan added that the effectiveness could be understood based on reductions in fuel use by the locomotives. Anne McGahan, Plan Manager, MPO Staff, stated that the MBTA provided fuel usage figures to the MPO, which are used to determine emission rates for the air quality conformity of the LRTP.

M. Pratt noted that some projects that the Clean Air and Mobility Subcommittee did not recommend may be eligible for funding under the federal Job Access and Reverse Commute Program.

## **Other Proposed Changes**

H. Morrison summarized other changes outlined in the amendment, which include the following:

- the moving of an earmark for the *Cambridge Longfellow Bridge Gateway Improvement* project from the FFY 2011 element; it will potentially be included in the FFY 2012 element when developed
- the addition of an earmark for the design of the *Belmont Trapelo Road* project
- the addition of earmarks for the *Boston Boston Harbor Islands Bicycle and Pedestrian Facilities* and *Salem – Ferry Boat Service between Salem and Bakers Island* projects (these projects will ultimately be managed by the National Parks Service)
- the moving of the *Boston/Cambridge Longfellow Bridge* and *Quincy/Weymouth Fore River Bridge* projects from the FFY 2011 element; it will potentially be included in the FFY 2012 element when developed
- a cost increase for the *Boston Morton Street over the MBTA* project
- the moving of funding for a Safe Routes to School Program at Jaworek Elementary School in Marlborough from the FFY 2011 element; it will potentially be included in the FFY 2012 element when developed
- the addition of Section 5307 funds for the Cape Ann Transportation Authority for facility maintenance and modernization
- the addition of Section 5309 earmarks for two Green Line projects: for *Lechmere Upgrades* and the *Green Line Extension*

The amendment also reflects a request from the MBTA to ensure consistency between MPO records and MBTA records so that both systems contain the same names for MBTA projects. Joe Cosgrove, MBTA, added that the Federal Transit Administration is asking the MBTA to consolidate its grants for reporting purposes. Staff will provide a list of MBTA grants to the MPO on a quarterly basis and staff will provide cash flow information for MBTA projects. Given these changes, D. Mohler and P. Regan advised staff to make sure that the public is provided with the specific details in the project descriptions that the MPO provides. H. Morrison noted that staff is incorporating detailed information on the MPO's TIP Interactive Database. D. Mohler asked staff and the MBTA to provide an example of how the information would be provided before the end of the public comment period on this amendment.

In response to a question from P. Regan, D. Mohler provided more information on the addition of an earmark for the *Green Line – Lechmere Upgrades* project. He explained that the earmark was originally available to a developer. As the earmark has since been untapped, the Federal Transit Administration suggested that MassDOT apply for the funding.

A motion to release Draft Amendment Four of the FFY 2011 element of the FFYs 2011-14 TIP for a 30-day public comment period was made by T. Bent, and seconded by Lourenço Dantas, Massachusetts Port Authority. The motion carried.

# 8. Transportation Improvement Program Development – Hayes Morrison, TIP Manager, MPO Staff

H. Morrison provided an update on the schedule for the development of the FFYs 2012-15 TIP. The MPO is not holding Municipal TIP Input Days this year. Starting in January, staff initiated outreach regarding TIP development by sending letters to municipal chief elected officials and emails to TIP contacts in the region. Staff held three outreach meetings regarding changes to this year's TIP development in February and visited each subregion between January and March. Municipalities were asked to submit their requests and update their project information by March 7. On May 2, staff will provide evaluations on the proposed TIP projects. They will be posted on the MPO's website both in a sortable table and as part of the Interactive TIP database. The TIP development will continue into the summer as detailed in the FFYs 2012-15 TIP Development Calendar.

This year, 46 municipalities – with a total of 143 projects – have requested funding. Last year, 55 municipalities requested funds for approximately 142 projects. Only approximately 99 projects remained constant across the two years meaning that this year's submissions show a discontinuity between municipal priorities and requests over time. Additionally, the municipalities that are requesting funds appear to be requesting funding for more projects within their municipalities.

In response to a question from T. Bent, H. Morrison noted that staff has discussed the financial situation the MPO is facing at TIP outreach events. T. Bent stated that the outreach needs to convey that it will take several years for a project, once in the TIP process, to be awarded funding. Arthur Frost, MassDOT Highway District 3, added that the MPO might also consider conveying that municipalities should do what they can to reduce project costs. H. Morrison asked that MassDOT do whatever possible to make sure project cost estimates do not escalate substantially during the design review process.

**9.** Meeting Minutes – *Pam Wolfe, Manager of Certification Activities, MPO Staff* A motion to approve the minutes of the meeting of March 24 – with a change recommended by M. Pratt to page 5 – was made by T. Bent, and seconded by M. Pratt. The motion carried.

A motion to approve the minutes of the meeting of March 31 was made by P. Regan, and seconded by M. Pratt. The motion carried.

## **10. Long-Range Transportation Plan** – Anne McGahan, Plan Manager, and Hayes Morrison, TIP Manager, MPO Staff

Staff provided information and updates on the development of the Long-Range Transportation Plan (LRTP), *Paths to a Sustainable Region*.

## **Financials**

Members were provided with financial information for the LRTP. (See attached financials.) H. Morrison described the information which shows how much federal funding is available for transportation programs statewide and how much is available to the MPO to program in each year of the LRTP from FFY 2011 to FFY 2035.

The financials show estimated federal funding for the Statewide Road and Bridge Program – which includes assumed redistribution amounts and subtracts the state's Grant Anticipation Notes (GANs) payments – and estimated non-federal funding for road and bridge projects. The amounts shown that are available to the Boston Region MPO (from targets set by the Massachusetts Regional Planning Agency) represent 43% of the funding available to all MPOs in the state. The figures in all categories from FFY 2016 on are inflated by 3%. The Boston Region MPO has approximately \$9.8 billion dollars available over the course of the next LRTP.

The amounts shown that are available to the MPO show a comparison between the last LRTP (2009) and the LRTP under development (2011).

Members discussed the financial information.

In response to a question from J. Gillooly, D. Mohler explained that the figures for nonfederal aid funding are not inclusive of a state match, but the state match is included under the Statewide Road and Bridge figures.

J. Gillooly pointed out that the MPO funding in the FFY 2011-15 timeband is relatively close to that which was available in the last LRTP if the Accelerated Bridge Program funding is factored in.

### LRTP Development to Date

A. McGahan then discussed the work that the MPO has done so far on the new LRTP, which includes completing the Needs Assessment, conducting public outreach on it, developing a Universe of Projects and Programs, and conducting a preliminary evaluation of projects. (See attached memorandum.) The attached memorandum includes a list of

projects that were included in the last LRTP and are now considered as part of the No-Build network for the new LRTP.

#### Investment Strategies

A. McGahan then discussed investment strategies for the LRTP. (See attached investment strategy tables.) The attached tables show the Universe of Projects and Programs organized by investment category type: Modernization for Transit; Clean Air and Mobility; State of Good Repair and Maintenance for Transit and Roadway; Multimodal Traffic Management and Modernization for Roadway; Expansion for Transit, Roadway, Bicycle and Pedestrian, and Freight; and Management and Operations for Transit and Roadway. The staff evaluation of projects was based on how well a project's primary purpose meets the MPO's vision and policies for the LRTP.

Staff is requesting that the Committee consider different funding strategies for the LRTP based on different splits between investment categories, and to consider funding new programs (such as those that would address bottlenecks, improve safety, address transportation equity, etc.). In the last LRTP, the MPO split funding for highway projects to direct 70% to maintenance and 30% to expansion, and for transit projects to direct 90% to maintenance and 10% to expansion. In an amendment to that Plan, the split differed by 5-year time period for highway and went to a full 100% of transit funding going to state of good repair or maintenance.

Members discussed this topic.

Referencing a chart in the memorandum that shows a spike in funding for roadway expansion projects in the later years of the LRTP, J. Gillooly requested that staff provide a list of the projects that would fall into that category. (These projects include highway interchange projects that must be included in the LRTP because of their air quality impacts.)

D. Mohler expressed concern that page one of the investment category table appears to show that the MPO puts a higher priority on expanding the bicycle and pedestrian network than it does on maintaining the roadway network. He noted that while the MPO supports expanding the bicycle and pedestrian network it should not be a higher priority than maintaining the roadway network.

David Koses, City of Newton, noted that the MPO needs to find a balance between choosing projects that produce the greatest good for the largest number of people and those that help reach the MPO's goals.

L. Dantas pointed out that the ranking of investment categories is based on the assumption that all items are equally weighted. Assigning weights would change the priority ranking.

In response to a question from D. Mohler, A. McGahan explained the difference between the categories for "protecting critical infrastructure" under the Climate Change and Safety and Security categories. In the Climate Change category, this item refers to adaptations to sea level rise.

In response to a question from D. Mohler regarding the purpose of the table on page one, K. Quackenbush explained that the table is not intended to make a statement about what the MPO's priorities ought to be, rather it is one way of showing how various categories line up with the MPO's visions and policies for the LRTP.

Members discussed the likely need to weight items in each category. L. Wiener noted that what is missing is the acknowledgement that some projects cost more than others to deliver the same benefits.

J. Gillooly suggested looking at the relative merits of projects without ranking them in programs, since the categories have not yet been weighted. He noted that local priorities at certain points of time need to be considered. A. McGahan stated that it is also important to see how projects fit into the regionwide priorities.

P. Wolfe added that the purpose of the table is to help the MPO understand the benefits it is buying. Staff would like to come back to the MPO with a set of options that can be discussed at the meeting of May 5.

Members discussed whether the first page of the table should be removed. D. Koses recommended removing it. L. Dantas advocated for keeping it and taking the next step to weight the categories. J. Gillooly recommended maintaining the list for a guide but not to rank the categories as they have been done. He stated that it would be a huge investment of the MPO's time to properly categorize projects and programs. J. Romano suggested using the same project evaluation categories for the LRTP as are used for the TIP, and to not categorize by program. G. Esty noted that the tables do not give weight for the number of people a project serves. D. Mohler stated that that discussion would have to happen at the project level.

Staff was advised to go forward and develop investment strategy alternatives.

### Schedule

Members were provided with an updated schedule for the LRTP development. (See attached.)

#### **11. Members Items**

J. Romano announced that a design public hearing for the 93 Fast 14 project is scheduled for this evening at Medford City Hall.

E. Bourassa announced that the Boston Region Consortium for Sustainable Communities has been formalized. The MPO is a member. The first meeting of the consortium will take place soon.

D. Mohler provided an update on Congress' continuing resolution that has cuts to transportation. Funding for high-speed rail has been eliminated for FFY 2011 and \$400 million of high-speed rail grants have been rescinded. Congress has also rescinded some highway earmarks for projects in TEA-21. MassDOT will provide a list of those projects.

## 12. Adjourn

A motion to adjourn was made by P. Regan and seconded by T. Bent. The motion carried.

## Transportation Planning and Programming Committee Meeting Attendance Thursday, April 14, 2011, 10:00 AM

#### **Member Agencies**

MassDOT MassDOT Highway

City of Boston

City of Newton City of Somerville MAPC

MassPort MBTA MBTA Advisory Board Regional Transportation Advisory Council Town of Bedford Town of Braintree Town of Framingham Town of Hopkinton

**Representatives and Alternates** David Mohler David Anderson John Romano Jim Gillooly Tom Kadzis David Koses Tom Bent Eric Bourassa Eric Halvorsen Lourenco Dantas Joe Cosgrove Paul Regan Laura Wiener Steve Olanoff **Richard Reed** Christine Stickney **Ginger Esty** Mary Pratt

### **MPO Staff/CTPS**

Michael Callahan Maureen Kelly Robin Mannion Anne McGahan Hayes Morrison Sean Pfalzer Karl Quackenbush Pam Wolfe

#### **Other Attendees**

Roland Bartl Arthur Frost Jim Gallagher Brian Kane Erin Kinahan Judy LaRocca

Mary Ann Murray

Joe Onorato Mary Anne Padien

Karen Pearson

Chris Reilly Jaclyn Reiss Senator Karen Spilka Town of Acton MassDOT District 3

MBTA Advisory Board MassDOT District 6 Bruce Freeman Rail Trail Advisory Committee Access Advisory Committee to the MBTA MassDOT District 4 Office of State Senator Karen Spilka MassDOT Office of Transportation Planning Town of Lincoln MetroWest Daily News Transportation Planning and Programming Committee Meeting Minutes of April 14, 2011

Sheri Warrington	Office of State Senator Thomas
	McGee
Wig Zamore	Somerville Transportation Equity
	Partnership / Mystic View Task Force



SENATOR THOMAS M. McGEE THIRD ESSEX AND MIDDLESEX DISTRICT

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> > April 11, 2011

COMMONWEALTH OF MASSACHUSETTS MASSACHUSETTS SENATE STATE HOUSE, ROOM 112, BOSTON 02133-1053

> COMMITTEES: CHAIR LABOR & WORKFORCE DEVELOPMENT CHAIR - PUBLIC SERVICE CHAIR - CHILDREN'S CAUCUS VICE-CHAIR - CHILDREN, FAMILIES AND PERSONS WITH DISABILITIES VICE-CHAIR - FINANCIAL SERVICES JUDICIARY TRANSPORTATION

Jeffrey B. Mullan, Secretary & CEO Massachusetts Department of Transportation 10 Park Plaza, Suite 3170 Boston, MA 02116

Dear Secretary Mullan:

I have reviewed the draft Memorandum of Understanding by and among the members of the Boston Metropolitan Planning Organization and submit for your consideration my input as this governing document is updated to meet the evolving needs of the region's transportation planning and programming. Subsequent to major reform in the Commonwealth's transportation organization over the past two years, it is my hope that the MPO will take this opportunity to embrace a regional focus that strives to be more inclusive, accessible and transparent to all stakeholders.

The size and diversity of the Boston MPO region will always dictate that there are competing transportation needs within the region for a limited amount of funding. However, it has been my experience, over the past few years specifically, that the system for planning and prioritizing projects and funding is not meeting the criteria set by the federal government in the 3-C process. In fact, it is my belief that the current system is severely lacking in outreach and inclusiveness to the extent that the MPO's ability to ensure regional equity is compromised. Both in the face of budget cuts and during the influx of one-time federal stimulus funds, I have experienced frustration in trying to work within the current structure of the MPO. I would respectfully suggest that the revised MOU is an important opportunity to correct many issues that make the transportation planning process of the Boston MPO a complex and frustrating process for stakeholders at both the state and local levels. I make the following suggestions based on close observation and continual participation in the MPO's current planning practices:

- In Section 2, I would recommend that a member of the Legislature whose district is part of the Boston MPO region be added to the list of entities comprising the voting membership of the MPO. The current membership includes members of the executive branch and a cohort of municipal officials but does not allow for participation by officials elected to the Legislature. I would suggest that having a Legislator on the MPO would enable greater transparency into the programming and planning of transportation projects within the region.
- I would amend Section 2, subsection C1 to state that the timely dissemination of information to members of the MPO and the public requires that all materials to be considered at a meeting of the MPO or any subcommittee thereof be made available online 48 hours in advance of said meeting.
- 3. The election process by which municipal members of the MPO are selected should be amended to require that "the process for nominating and electing the six other municipal members shall be approved by the Boston Region MPO to fulfill the objective of having a geographically diverse membership..." which may necessitate additional municipal seats on the MPO to ensure equitable representation across the region and among cities and towns.
- 4. In Section 2D, I would further suggest including language that limits the number of consecutive terms for which a municipality may serve as a voting member of the MPO.
- 5. In Section 2E, I would amend the principal mission of the Advisory Council to require that the council be responsible for "actively bringing together" the listed stakeholders and "to ensure broad and robust participation" such that if any sub-region or concerned group is not represented the Advisory Council would conduct outreach to the public and private entities that are underrepresented among the voting members of the Advisory Council.
- 6. In Section 4A, I would further require that the identified First Tier Projects list and the Universe of Projects list be maintained and made available to the public online. Similarly, in Section 4C, I would require that the prioritization criteria be maintained and made available to the public online.
- 7. In Section E1, I would clarify that the detailed future federal aid payments for the Central Artery/Tunnel project as specified be made available online to members of the public.
- Lastly, I would put forth a new requirement that the MPO meet at least once quarterly in a location other than Boston and that the meetings outside of Boston rotate around the region to provide greater access to the work conducted by the MPO.

It is my strong belief that these recommendations would result in a more transparent and inclusive 3-C planning process for the entire region as required by the federal government. It is my sincere hope that adopting these recommendations will allow us to move forward in a very positive direction to meet the challenges of planning and programming that considers " all transportation modes and supports metropolitan community development and social goals" throughout the region. Thank you in advance for your consideration of these suggested amendments to the Draft Memorandum of Understanding. If I may provide further information or answer any questions, please do not hesitate to contact me.

Sincerely, Thomas M McGe

State Senator Third Essex and Middlesex District



COMMONWEALTH OF MASSACHUSETTS

THE GENERAL COURT

STATE HOUSE, BOSTON 02133-1053

April 12, 2010

OF TRANSPORT

Jeffery B. Mullan Secretary and CEO Massachusetts Department of Transportation 10 Park Plaza, Suite 3170 Boston, Massachusetts 02116

**Dear Secretary Mullan** 

We, as elected officials representing communities in the MetroWest/Greater 495 region, have long had an interest in the transportation infrastructure programming process as determined by the Boston Region Metropolitan Planning Organization (Boston MPO). As such, we have examined the proposed new draft of the memorandum of understanding (MOU) among the member entities of the Boston MPO. As we feel that the MetroWest/Greater 495 region is in danger of being hamstrung by the antiquated infrastructure planning system that the Boston MPO represents, we wish to take this opportunity to encourage you to go beyond your stated objective of updating the existing MOU to "reflect the reorganization of the state's transportation agencies" and build a new MOU based on a vision similar to the one that created MassDOT.

The recent transportation reform legislation, *Chapter 25 of the Acts of 2009*, was a dramatic restructuring that introduced accountability as well as efficient, effective coordination of all surface transportation activities. Under your leadership, Mass DOT has embraced the vision of that landmark legislation and created a unified, independent and successful agency that we can all be proud of. A new memorandum of understanding to guide the work of such a large Metropolitan Planning Organization as the Boston MPO should be equally bold and transformative.

In the years since 2001, the last time the MPO redrafted its MOU, many of the 101 towns and cities which comprise the region have experienced dramatic changes in their need for and use of transportation assets. The area that we represent—the MetroWest/Greater 495 Region—now has the second largest employment base in the Commonwealth, with 1 out of every 11 jobs in the state and a

payroll approaching \$18 billion. Many of the Commonwealth's major businesses have established headquarters here. In addition, as of 2007 a full 78% of all Framingham residents commuted to jobs within this region, a trend that is echoed throughout other MetroWest/ Greater 495 cities and towns. This is a clear change from the 'hub and spoke' model that the Boston MPO was set up to program for. Despite these changing circumstances—and the clear emergence of our region as an economic powerhouse—the Boston MPO is designed to apply old-fashioned formulas to determine how infrastructure dollars are distributed.

As the Commonwealth climbs out of this terrible recession and into a broad-based recovery, it must rely on the economic vitality of this region. Other suburban regions of the Boston MPO have similarly become home to emerging industry clusters. If existing businesses are to be retained or grown, and new businesses are to be established, the strengths of all the 101 cities and towns in the MPO must be relied upon.

Transportation infrastructure investments will play a crucial role in our economic recovery. The planning and programming that guides those investments must rely on a comprehensive vision of the entire region that reflects existing reality. Creating that vision and doing that work requires that we bring together the diverse voices that exist throughout the region. Those voices must be empowered with the responsibility to carry out the vision. They must be voting members of the MPO.

Again, we believe that the best course would be to build a new MOU based on a new vision rather than use the existing MOU as a baseline document that merely needs amendment. However, we have specific concerns with the text of that document which need to be addressed in any MOU adopted:

#### Draft MOU Part 2. Composition and Roles of the Boston Region MPO.

#### Voting Membership for Towns.

The current agreement specifies the members shall include three towns and three cities, plus the City of Boston. The draft proposes to change this to six municipalities, plus the city of Boston. The unique perspective of small and large towns is potentially diminished without the certainty of three reserved seats. Without that guarantee, cities with larger centrally controlled staffs will likely get more representation.

#### ightarrow We urge you to maintain the requirement that three seats be held by towns.

#### Voting Membership for the MetroWest Regional Transit Authority (MWRTA).

In 2007 the largest area of the state without any regional public transportation formed the MWRTA. In less than 4 years, communities with a combined population of 240,000 have joined and another town of 28,000 may join in the near future. The need for public transit in the region remains acute. The MWRTA's vision for providing that service is innovative and unique,

as is necessary to provide public transportation in a job-rich suburban environment. The MWRTA should therefore be a voting member of the MPO.

The voting membership of every other MPO in Massachusetts includes the regional transit authority that serves the region. The wisdom of this representation is widely acknowledged, even required by the federal government for some MPOs since 1992. The creation of a vision for regional transit and the establishment of priorities for investment in public transportation are unnecessarily limited when certain RTAs are excluded from the discussion. While the draft MOU continues voting representation for both the MBTA and its Advisory Board, it fails to provide for voting participation by either of the two regional transit authorities centered in the region.

→ We urge you to include a voting membership for the MWRTA.

#### Draft MOU Part 3. Functions and Roles of the Boston Region MPO and its Communities.

#### State, local and regional participation.

The existing membership is heavily weighted to entities with either a statewide or inner core focus. This may have been appropriate when the Boston Region MPO was first founded, but for the reasons stated above it is no longer the best way to ensure that we meet the goals of the 3C process, as required by federal statutes and articulated in the *whereas* clauses of the draft MOU.

One of the aspects of greatest concern in the draft MOU is the call for a process that is cooperative—"requiring effective coordination among public officials at all levels of government, and inviting the wide participation of all parties, public or private, at all stages of the transportation planning process"—but also includes language describing the City of Boston as having a "unique and essential" role in transportation planning and programming decisions, and "general purpose local governments" with an "important" role in the same decisions.

 $\rightarrow$  If "general purpose local governments" is meant to describe the other 100 cities and towns then the clause should acknowledge that they too have an essential role in planning and programming decisions.

The stated goal of a process that is "comprehensive, including ... planning and programming for the entire Region and examining all modes so as to assure a balanced planning effort" would undoubtedly be better served with more representation from the broad range of stakeholders in the community. The draft MOU does not expand the diversity of voices on the MPO. The existing MOU had seats for three agencies which were consolidated by transportation reform; the draft MOU merely provides the secretary of DOT with the power to name three representatives.

 $\rightarrow$  A more forward thinking choice that we urge is to require the appointment of a representative from the business and/or employer community.

Draft MOU Part 4. Transportation Improvement Program.

Prioritization Criteria to be Used when Constructing the TIP.

The draft states that the MPO and its planning and programming committee have developed criteria for evaluation, but the criteria are neither appended to nor described in the document. We have often advocated for geographic equity to be considered when making programming decisions.

 $\rightarrow$  The document would be improved by including the general factors to be considered, such as geographic equity, when establishing prioritization criteria.

The only specific statement identifying the content of prioritization criteria in the entire document is the following statement:

"The fact the that the central artery is located in the City of Boston shall not be used as an equity criterion."

The inclusion of this statement, just one of what should be numerous and comprehensive evaluation criteria, is inappropriate.

 $\rightarrow$  This sentence should be stricken, or the full criteria should be enumerated.

Road and Bridge Program.

The draft removes the requirement of a minimum of \$400 million "exclusive of the Central Artery-Tunnel Project" on a statewide road and bridge program. This program is an essential commitment to the municipalities outside of the inner core that the MPOs will retain the capacity to plan and invest in transportation infrastructure throughout the Commonwealth.

→The requirement of a minimum of \$400 million "exclusive of Central Artery-Tunnel Project" on a statewide road and bridge program should be retained. In closing, we agree that the economic vitality and quality of life of each of the 101 cities and towns that make up the Boston Region is inextricably bound to a strong transportation infrastructure. The substantial investments that such infrastructure requires must be carefully and fairly made. We understand the importance of the memorandum of understanding as a governing document which will guide the work of the MPO and its staff and we urge you to reassess the proposed draft to take into consideration the concerns expressed in this letter.

Sincerely,

langer.

Senator Karen Spilka 2<sup>nd</sup> Middlesex and Norfolk

Representative Jennifer Benson 37<sup>th</sup> Middlesex

**Representative David Linsky** 

5<sup>th</sup> Middlesex

Senator Richard Ross Norfolk, Bristol and Middlesex

**Representative Thomas Sannicandro** 

7<sup>th</sup> Middlesex

Senator Sennifer Flanagan

Worcester and Middlesex

Representative Chris Walsh

6<sup>th</sup> Middlesex

Senator James Eldridge Middlesex and Worcester

Representative Cory Atkins

14<sup>th</sup> Middlesex

Representative Steven Levy

4<sup>th</sup> Middlesex

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES STATE HOUSE, BOSTON, MA 02133-1054

CAROLYN C. DYKEMA STATE REPRESENTATIVE 8TH MIDDLESEX DISTRICT ROOM 473F, STATE HOUSE TEL: (617) 722-2210 Rep.CarolynDykema@hou.state.ma.us Committees:

Environment, Natural Resources & Agriculture Community Development & Small Business Veterans & Federal Affairs

April 12, 2010

Jeffery B. Mullan Secretary and CEO Massachusetts Department of Transportation 10 Park Plaza, Suite 3170 Boston, Massachusetts 02116

Dear Secretary Mullan:

I write today in support of the letter written by my colleagues of the MetroWest Caucus commenting on the Boston Region Metropolitian Planning Organization (Boston MPO) new memorandum of understanding (MOU) among the member entities of the Boston MPO. That letter is enclosed.

Thank you for your consideration in this matter. Should you have any questions, please do not hesitate to/contact me.

Sincer elv

Carolyn C. Dykema 8<sup>th</sup> Middlesex District



April 14, 2011

David Mohler, Chair Transportation Planning and Programming Committee Boston Region Metropolitan Planning Organization State Transportation Building, 10 Park Plaza, Suite 4150 Boston, MA 02116

RE: Investment Categories and the Universe of Projects and Programs for the next Long-Range Transportation Plan

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.

The Advisory Council's Plan Committee met on April 6 to discuss the Universe of Projects and Programs, and proposed investment categories, for the next Long-Range Transportation Plan. The Advisory Council strongly supports the MPO's decision to take a strategic approach by first allocating funding to investment categories in a manner that supports the Plan's visions and policies, and then selecting projects and programs to fund within each investment category. We offer the following suggestions to consider as the MPO moves forward with establishing priorities among the investment categories, and eventually selecting programs and projects to include in the Long-Range Transportation Plan.

We have the following comments on prioritization of the investment categories:

- Maintenance and modernization of the existing transportation system should be the MPO's top priority, and it should receive a greater share of funds than the other categories.
- When there is funding for expansion, the MPO should favor rail, transit, bicycle, and pedestrian projects over highway projects. These are more sustainable ways of accommodating growth in the movement of people and goods.
- The MPO should allocate approximately 80 percent of its available funds in the Long-Range Transportation Plan to large regional maintenance/modernization and expansion projects.
- The remaining 20 percent of funds should be dedicated to projects not yet foreseen that will provide the greatest benefit for the investment. For example, an intersections program that will improve the region's worst intersections, as determined by available data, is preferred.

## 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 Page 2 of 3 - Regional Transportation Advisory Council Comment Letter

• The MPO should use quantifiable performance measures to determine which projects are the best to fund.

Other comments by topic included the following:

## <u>Freight</u>

- Freight expansion should be a higher priority of the MPO than it previously has been.
- The freight benefits of all projects should be considered in developing the Plan. The freight movement benefits of MPO projects are usually not identified as such. For example, the I-93/I-95 interchange project in Woburn is identified principally as a highway expansion project, but it will also serve as an important project in facilitating the movement of freight.
- The Plan should include a chapter dedicated to goods movement.

#### <u>Transit</u>

- The MPO should continue to pursue transit capacity expansion. This can be done with state funds or through a flex of highway funds. The MBTA needs to focus its available capital funding on maintenance.
- Intercity passenger rail and high speed rail are not given enough consideration in the Plan. For example, a third track on the Northeast Corridor will be needed to accommodate the additional commuter and intercity passenger rail, and will also have benefits for the movement of freight, but is not currently in the Universe of Projects.

#### Highway

- Determining how to split the funds between maintenance and expansion is difficult without first discussing which major highway interchange projects the MPO supports.
- Most of the projects in the Universe of Projects are maintenance. The MPO is building very few new roads. Even the add-a-lane projects are simply fixing a bottleneck or building a lane to replace the current use of a breakdown lane.
- There are elements of the expansion projects listed in the Universe of Projects that are not expansion. Each expansion project should be evaluated to determine what share of the project's budget is for expansion, and what share is for maintenance/modernization or enhancement.

#### General

- Projects should be more thoroughly evaluated for their economic benefits in the creation of jobs and stimulation of economic development, with recognition of environmental, public health, congestion, and capital costs.
- The MPO needs to consider the transportation needs that transcend regional and state boundaries when selecting projects and programs to fund. For example, there is a need to improve the intercity passenger and freight rail network that connects the Boston region to the rest of the country. Local projects should be evaluated to make sure they will

Page 3 of 3 - Regional Transportation Advisory Council Comment Letter

support, and not prevent, the development of a better intercity rail system, including the creation of a true high speed rail system.

The Advisory Council's Plan Committee will continue to meet and provide suggestions as the MPO moves forward with its work to prioritize investments for the next 24 years.

Sincerely,

Laura Wienen

Laura Wiener, Advisory Council Chair

Danaka

Schuyler Larrabee, Plan Committee Chair

## Official Notice 2011 Boston Region MPO Municipal Election Procedures

In October, 2011, elections will be held for two (2) of six (6) local municipal seats on the Boston Region Metropolitan Planning Organization (MPO). The election will be convened at the MAPC Fall Council meeting. The date, time and location will be provided in the second mailing. At that time two municipalities will be elected to the MPO by the chief elected officials of the 101 municipalities which constitute the geography of the Boston metropolitan region. Pursuant to the Memorandum of Understanding, approved on April XXXXX detailing the restructuring of the MPO, the Metropolitan Area Planning Council (MAPC) and the MBTA Advisory Board (Advisory Board) administer the election of the municipal representatives to the MPO.

## Nomination Process

Nominees for the municipal seats shall be the chief elected official of the community. In cities, this is the Mayor or, if the city does not have the office of Mayor, then the Chairman of the Council, with the exception of Plan E cities (Cambridge) in which case it shall be the City Manager. In towns, the chief elected official is the Chairman of the Board of Selectmen. The MPO will accept the Chairman's nomination regardless if the full Board of Selectman has not voted it. Nominations for the municipal seats on the MPO shall be made by five chief elected officials from the Boston region. **Each chief elected official may sign nomination papers for only two municipalities.** Nomination papers must be filed by 5 PM on XXXXX with the Executive Director of the Metropolitan Area Planning Council (MAPC) who will coordinate the certification of the nominations with the Executive Director of the Advisory Board. Nomination papers are due on XXXX and shall be filed in person or received by registered mail at the Metropolitan Area Planning Council, 60 Temple Place, 6<sup>th</sup> Floor, Boston, MA 02111, Attn: MPO Elections, Faxes and emails will <u>not</u> be accepted.

## Changes to the MPO Municipal Election Process

In the Spring of 2011, the Boston Region MPO updated the municipal election procedures to make it easier for more communities to run and become voting members of the MPO. The key changes to the procedures are that any municipality can run for one of the two open seats, regardless of whether they are a city or a town. Also, there are no limitations on the number of municipal members from any one subregion. Therefore, every municipality in the region is eligible to run.

## Subregional Involvement

The nomination process is designed to allow every municipality equal access to the ballot. The subregions of MAPC shall have the ability to nominate municipal candidates, provided that each nomination is supported by five signatures of chief elected officials from the 101 municipalities in the Boston region.

## Geographic Diversity

At the beginning of each election process, MAPC and the Advisory Board will describe for the electorate the current MPO elected municipal members, which MPO member seats are up for election, and the level of subregional representation held by the remaining MPO elected municipal members.

## Ballot

A ballot will be prepared by MAPC and the Advisory Board based on the certification of nomination papers for the communities. The ballot shall contain a list of the nominated municipalities. Candidate communities shall appear on the ballot in an order drawn by lot by designated officers of MAPC and the Advisory Board. The subregion of each of the communities shall be identified on the ballot. A candidates' booklet shall be issued that shall contain the statement of candidacy of the communities. The list of communities shall appear in the booklet in the same order that they appear on the ballot.

## **Opportunities for Discussion with Representatives of the Candidate Communities**

The Metropolitan Area Planning Council and the MBTA Advisory Board shall provide appropriate opportunities for the electorate to meet representatives of candidate communities and discuss issues. In 2011, this will be accomplished by holding a Candidates Night approximately two weeks before the MPO election. The date, time, and location of the Candidates Night will follow in a second mailing.

## Election

The election will be held at MAPC's Fall Council Meeting. *Notice of the exact meeting date and location will be sent out as soon as they are confirmed.* On that day, the designated officers of MAPC and the Advisory Board shall supervise the election to the municipal seats. Ballots shall be cast by the chief elected official of the community (as defined by the rules for nominees), or that person's designee. Designees shall present a letter signed by the chief elected official to the designated officers of MAPC and of the Advisory Board 30 minutes prior to the convening of the election on election day. This letter will appoint the designee and confirm their authority to cast the community's ballot. Such a designation shall be delivered in person or by mail. Designees may represent only one community in the election. Each community may cast one vote for a city and one vote for a town. The designation may require the designee to vote for specific individuals or may vest discretion in the designee.

If the chief elected official is unable to attend the election and does not designate another individual to attend, an absentee ballot may be filed. Such an absentee ballot must be filed by 5 PM on the day prior to the date of the MPO Election (which is also the date of the MAPC Fall Council Meeting) with the Metropolitan Area Planning Council, 60 Temple Place, Boston, MA 02111. **No faxes will be accepted.** This ballot is valid for any election (e.g. run off election in case of a tie) held on the day of the MPO election for which the candidates selected on the ballot are still eligible to receive votes.

The two municipalities that receive the most votes shall be elected to a three-year term..

The chief elected official (or their official designee) of municipalities elected to the MPO shall represent the municipality through their term of office. If the chief elected official is no longer in that office, then the municipality retains the seat for the full term and the new chief elected official shall be the representative.

The designated officers of MAPC and of the Advisory Board shall certify the results of the election to the chairman of the MPO by 12 noon on the day after the MPO election is held.

Attachment A

## **MAPC Subregions**

SUBREGION	COMMUNITIES
North Shore Task Force	Beverly, Danvers, Essex, Gloucester, Hamilton, Ipswich, Manchester-by-the-Sea, Marblehead, Middleton, Nahant, Peabody, Rockport, Salem, Swampscott, Topsfield, Wenham
North Suburban Planning Council	Burlington, Lynnfield, North Reading, Reading, Stoneham, Wakefield, Wilmington, Winchester, Woburn
Minuteman Advisory Group Interlocal Coordination (MAGIC)	Acton, Bedford, Bolton, Boxborough, Carlisle, Concord, Hudson, Lexington, Littleton, Lincoln, Maynard, Stow, Sudbury
MetroWest Growth Management Committee	Ashland, Framingham, Holliston, Marlborough, Natick, Southborough, Wayland, Wellesley, Weston
SouthWest Advisory Planning Committee (SWAP)	Bellingham, Dover, Franklin, Hopkinton, Medway, Milford, Millis, Norfolk, Sherborn, Wrentham
Three Rivers (TRIC)	Canton, Dedham, Dover, Foxborough, Medfield, Milton, Needham, Norwood, Randolph, Sharon, Stoughton, Walpole, Westwood
South Shore Coalition	Braintree, Cohasset, Duxbury, Hanover, Hingham, Holbrook, Hull, Marshfield, Norwell, Pembroke, Rockland, Scituate, Weymouth
Inner Core	Arlington, Belmont, Boston, Brookline, Cambridge, Chelsea, Everett, Lynn, Malden, Medford, Melrose, Milton, Newton, Quincy, Revere, Saugus, Somerville, Waltham, Watertown, Winthrop

## Metropolitan Area Planning Council 101 Cities and Towns

## Cities

Beverly	Lynn	Revere
Boston	Malden	Salem
Braintree	Marlborough	Somerville
Cambridge	Medford	Waltham
Chelsea	Melrose	Watertown*
Everett	Newton	Weymouth
Franklin*	Peabody	Woburn
Gloucester	Quincy	

\*MAPC Legal Counsel has rendered an opinion that Franklin and Watertown are defined as cities for the purpose of the MPO Election.

## Towns

Acton	Hopkinton	Randolph
Arlington	Hudson	Reading
Ashland	Hull	Rockland
Bedford	Ipswich	Rockport
Bellingham	Lexington	Saugus
Belmont	Lincoln	Scituate
Bolton	Littleton	Sharon
Boxborough	Lynnfield	Sherborn
Brookline	Manchester	Southborough
Burlington	Marblehead	Stoneham
Canton	Marshfield	Stoughton
Carlisle	Maynard	Stow
Cohasset	Medfield	Sudbury
Concord	Medway	Swampscott
Danvers	Middleton	Topsfield
Dedham	Milford	Wakefield
Dover	Millis	Walpole
Duxbury	Milton	Wayland
Essex	Nahant	Wellesley
Foxborough	Natick	Wenham
Framingham	Needham	Weston
Hamilton	Norfolk	Westwood
Hanover	North Reading	Wilmington
Hingham	Norwell	Winchester
Holbrook	Norwood	Winthrop
Holliston	Pembroke	Wrentham

Attachment C

## **Overview of MPO Member Responsibilities**

## **Background:**

The Metropolitan Planning Organization is established as a required part of the transportation planning process under federal law. It is responsible for planning and programming financial resources for a multi-modal transportation system for the Boston region. The MPO was established in 1973. In 2011 the MPO Memorandum of Understanding (MOU) was updated to reflect the new Massachusetts Department of Transportation (MassDOT). Under this new MOU the MPO is comprised of the Secretary of Transportation as the chair of the MPO, MassDOT, MassDOT Highway Division, MBTA, Massachusetts Port Authority, MAPC, MBTA Advisory Board, the City of Boston, and six elected municipal members. The Regional Transportation Advisory Council provides the MPO with broad based advice and participation on the Transportation Planning and Programming Committee of the MPO.

## **Specific Responsibilities:**

The MPO must prepare and approve several plans and programs on an annual basis. These include:

- The Unified Planning Work Program (UPWP), which programs funds for transportation planning programs in the region;
- The Transportation Improvement Program (TIP), which programs funding for surface transportation projects (highway and transit).

The MPO also prepares and approves several other plans and programs as necessary. These include:

- The Regional Transportation Plan (RTP), which provides a 25-year plan for the Region's transportation needs and priorities and
- The conformity of all surface transportation plans and programs with applicable federal laws (including air quality, and the Americans with Disabilities Act)

## **MPO Meetings:**

Meetings are held as needed to accomplish the MPO's business. There are approximately two MPO related meetings a month that are held in Boston, during the day, at the state transportation building. These meetings typically occur at 10am on the first and third Thursday of the month, and last approximately three hours. The MPO has the authority to establish necessary committees to accomplish its responsibilities. Recent experience suggests that the municipal members of the MPO or their designees attend at least two meetings per month to accomplish the work of the committees.

3/14/11 DRAFT

FFY 2011 - 2035 Regional Transportation Plan Funding (thousands)

ESTIMATED FEDERAL FUNDING																										
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	TOTAL
Core Program Federal Funds Available (1) Assumed Redistribution (1) Total Federal Funds Available	\$560,000 <u>\$0</u> \$560,000	\$560,000 <u>\$40,000</u> \$600,000	\$40,000	\$560,000 <u>\$40,000</u> \$600,000	\$560,000 <u>\$40,000</u> \$600,000		\$594,104 <u>\$42,436</u> \$636,540	\$611,927 <u>\$43,709</u> \$655,636	\$630,285 <u>\$45,020</u> \$675,305	\$649,193 <u>\$46,371</u> \$695,564	\$668,669 <u>\$47,762</u> \$716,431	\$688,729 <u>\$49,195</u> \$737,924	\$709,391 <u>\$50,671</u> \$760,062	\$730,673 <u>\$52,191</u> \$782,864	\$752,593 <u>\$53,757</u> \$806,350	\$775,171 <u>\$55,369</u> \$830,540	\$798,426 <u>\$57,030</u> \$855,457	\$822,379 <u>\$58,741</u> \$881,120	\$60,504	\$872,462 <u>\$62,319</u> \$934,780	\$898,636 <u>\$64,188</u> \$962,824	\$925,595 <u>\$66,114</u> \$991,709	\$953,363 <u>\$68,097</u> \$1,021,460	\$981,963 3 <u>\$70,140</u> \$1,052,104 3	\$72,244	\$18,298,832 <u>\$1,267,059</u> \$19,565,891
Less GANS Payments	\$159,365	\$165,960	\$176,555	\$183,795	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$208,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$D	\$1,793,675
Federal Funds Available for SWRB Total Funds Available Including State Match	\$400,635 \$489,043		\$423,445 \$511,056		\$450,000 \$546,310	\$468,000 \$574,806			\$525,305 \$645,492	\$545,564 \$670,482	\$508,431 \$623,721		\$760,062 \$937,540		\$806,350 \$994,636	\$830,540 \$1,024,475	\$855,457 \$1,055,210			\$934,780 \$1,153,056			\$1,021,460 \$1,259,975			\$17,772,216 \$21,861,280
Less Major Infrastructure Project Less Major Infrastructure Project Needs - HPP Less INBS/Interstate Maintenance Program Less Federal Aid Bridge Needs Less Statewide Items:	\$2,750 \$0 \$84,500 \$127,733	\$40,000 \$0 \$82,000 \$123,045	\$40,000 \$0 \$79,179 \$127,733	\$40,000 \$0 \$79,179 \$127,733	\$40,000 \$0 \$79,178 \$127,733	\$41,200 \$0 \$81,553 \$131,565	\$42,435 \$0 \$84,000 \$135,512	\$43,709 \$0 \$86,520 \$139,577	\$45,020 \$0 \$89,116 \$143,765	\$46,371 \$0 \$91,789 \$148,078	\$47,762 \$0 \$94,543 \$152,520		\$50,671 \$0 \$100,300 \$161,808	\$52,191 \$0 \$103,309 \$166,563	\$53,757 \$0 \$106,409 \$171,662	\$55,369 \$0 \$109,601 \$176,812		\$58,741 \$0 \$116,276 \$187,580		\$62,319 \$0 \$123,357 \$199,004	\$64,188 \$0 \$127,057 \$204,974	\$66,114 \$D \$130,869 \$211,123	\$68,097 \$0 \$134,795 \$217,457	\$70,140 \$0 \$138,839 \$223,981	\$72,244 \$0 \$143,004 \$230,700	\$1,269,809 \$0 \$2,595,405 \$4,169,178
Pilanning Extra Work Orders Infrastructure Maintenance Total Statewide Items	\$23,000 \$41,350 <u>\$70,308</u> \$134,658	\$23,000 \$43,750 <u>\$84,158</u> \$150,908	\$23,000 \$43,750 <u>\$63,783</u> \$130,533	\$55,533	\$23,000 \$45,000 <u>\$55,533</u> \$123,533	\$23,690 \$46,350 <u>\$56,959</u> \$126,999	\$24,401 \$47,741 <u>\$58,428</u> \$130,569	\$25,133 \$49,173 <u>\$56,741</u> \$131,046	\$25,887 \$50,648 <u>\$53,499</u> \$130,033	\$26,663 \$52,167 <u>\$55,104</u> \$133,934	\$27,463 \$53,732 <u>\$56,757</u> \$137,952	\$28,287 \$55,344 <u>\$58,460</u> \$142,091	\$29,136 \$57,005 <u>\$60,213</u> \$146,354	\$30,010 \$58,715 <u>\$62,020</u> \$150,744	\$30,910 \$60,476 <u>\$63,880</u> \$155,267	\$31,837 \$62,291 <u>\$65,797</u> \$159,925	\$32,793 \$64,159 <u>\$67,771</u> \$164,722	\$33,776 \$66,084 <u>\$69,804</u> \$169,664	\$34,790 \$68,067 <u>\$71,898</u> \$174,754	\$35,833 \$70,109 <u>\$74,055</u> \$179,997	\$36,908 \$72,212 <u>\$76,277</u> \$185,397	\$38,015 \$74,378 <u>\$78,565</u> \$190,958	\$39,156 \$76,609 <u>\$80,922</u> \$196,687	\$40,331 \$78,908 <u>\$83,349</u> \$202,588	\$41,541 \$81,275 <u>\$85,850</u> \$208,665	\$751,559 \$1,464,292 <u>\$1,665,661</u> \$3,881,512
BALANCE AVAILABLE FOR SWRE	\$139,402	\$128,909	\$133,611	\$133,621	\$175,866	\$193,489	\$205,158	\$220,378	\$237,55B	\$250,310	\$190,944	\$464,473	\$478,407	\$492,759	\$507,542	\$522,768	\$538,451	\$554,605	\$571,243	\$588,380	\$606,031	\$624,212	\$642,939	\$662,227	\$682,094	\$9,945,376
																									9	
ESTIMATED NON-FEDERAL FUNDING																										
TOTAL ESTIMATED NFA FUNDS AVAILABLE	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$154,500	\$159,135	\$163,909	\$168,826	\$173,891	\$179,108	\$184,481	\$190,016	\$195,716	\$201,587	\$207,635	\$213,864	\$220,280	\$226,888	\$233,695	\$240,706	\$247,927	\$255,365	\$263,026	\$270,917	\$4,901,473
Roads Bridges	\$82,400 \$67,600	\$84,872 \$65,128		\$90,041 \$59,959	\$92,742 \$57,258	\$95,524 \$58,976	\$98,390 \$60,745	\$101,342 \$62,567	\$104,382 \$64,444	\$107,513 \$66,378	\$110,739 \$68,369	\$114,061 \$70,420	\$117,483 \$72,533	\$121,007 \$74,709	\$124,637 \$76,950	\$128,377 \$79,259	\$132,228 \$81,636	\$136,195 \$84,085	\$140,280 \$86,608	\$144,489 \$89,206	\$148,824 \$91,882	\$153,288 \$94,639	\$157,887 \$97,478		\$167,502 \$103,414	\$3,004,243 \$1,897,229
TOTAL AVAILABLE FOR ALLOCATING IN THE RTP	\$574,693	\$608,112	\$594,306	\$586,066	\$628,310	\$659,266	\$684,669	\$710,834	\$737,784	\$765,542	\$721,634	\$1,011,083	\$1,041,415	\$1,072,658	\$1,104,837	\$1,137,982	\$1,172,122	\$1,207,286	\$1,243,504 \$	\$1,280,809	\$1,319,234	\$1,358,811	\$1,399,575	\$1,441,562	\$1,484,809	\$24,546,902

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Notes: (1) Core Program Federal Funds Avail and Assumed Redistribution assumes a 3% per year increase after 2015 (2) The above figures do not include Local Aid ( Chapter 90, PWED & STRAP )

March 17, 2011

#### 3/14/11 DRAFT

#### FFY 2011 - 2035 Regional Transportation Plan Funding (thousands)

ESTIMATED FEDERAL FUNDING						
	2011 - 2015	2016 - 2020	2021 - 2025	2026 - 2030	2031-2035	TOTA
Core Program Federal Funds Available (1)	\$2,800,000	\$3,062,310	\$3,550,056	\$4,115,488	\$4,770,978	\$18,298,83
ssumed Redistribution	\$160,000	\$218,736	\$253,575	\$293,963	\$340,784	\$1,267,05
otal Federal Funds Available	\$2,960,000	\$3,281,046	\$3,803,631	\$4,409,451	\$5,111,763	\$19,565,89
ess GANS Payments	\$835,675	\$750,000	\$208,000	\$0	\$0	\$1,793,67
ederal Funds Available for SWRB	\$2,124,325	\$2,531,046	\$3,595,631	\$4,409,451 <b>\$5,439,07</b> 8	\$5,111,763 \$6,305,383	\$17,772,21
otal Funds Available Including State Match	\$2,575,337	\$3,109,685	\$4,431,797	\$5,439,078	\$6,305,383	\$21,861,28
ss Major Infrastructure Project	\$162,750	\$218,736	\$253,575	\$293,963	\$340,784	\$1,269,80
ss Major Infrastructure Project Needs - HPP	\$0	\$0	\$0	\$0	\$0	\$
ess NHS/Interstate Maintenance Program	\$404,036 \$633,977	\$432,978 \$698,496	\$501,940 \$809,749	\$581,886 \$938,721	\$674,565 \$1,088,235	\$2,595,40 \$4,169,17
ess Federal Aid Bridge Needs	\$033,977	\$090,490	\$609,749	\$930,721	\$1,000,235	\$4,105,17
ess Statewide Items: Planning	\$115,000	\$125,773	\$145,806	\$169,029	\$195,951	\$751,55
Extra Work Orders	\$218,850	\$218,736	\$253,575	\$293,963	\$340,784	\$1,325,90
Infrastructure Maintenance	\$329,315	\$280,730	\$301,330	\$349,324	\$404,962	\$1,665,66
otal Statewide Items	\$663,165	\$432,978	\$501,940	\$581,886	\$674,565	\$2,854,53
ALANCE AVAILABLE FOR SWRB	\$711,409	\$1,106,893	\$2,134,125	\$2,775,446	\$3,217,503	
stimated HPP Funding including State Match	\$0	\$0	\$0	\$0	\$0	\$
STIMATED NON-FEDERAL FUNDING						
£	\$750,000	\$820,261	\$950,908	\$1,102,363	\$1,277,941	\$4,901,47
DTAL ESTIMATED NFA FUNDS AVAILABLE	\$750,000 \$437,473	\$820,261 \$507,151	\$950,908 \$587,927	\$1,102,363 \$681,568	\$1,277,941 \$790,125	\$4,901,47 \$3,004,24
STIMATED NON-FEDERAL FUNDING OTAL ESTIMATED NFA FUNDS AVAILABLE Roads sridges						
OTAL ESTIMATED NFA FUNDS AVAILABLE	\$437,473	\$507,151	\$587,927	\$681,568	\$790,125	\$3,004,24
OTAL ESTIMATED NFA FUNDS AVAILABLE	\$437,473 \$312,527	\$507,151 \$313,111	\$587,927 \$362,981	\$681,568 \$420,794	\$790,125 \$487,816	\$3,004,24 \$1,897,22
DTAL ESTIMATED NFA FUNDS AVAILABLE Dads idges DTAL AVAILABLE FOR ALLOCATING IN THE RTP	\$437,473 \$312,527 \$2,991,487	\$507,151 \$313,111 \$3,558,095	\$587,927 \$362,981 \$4,951,627	\$681,568 \$420,794 \$6,041,703	\$790,125 \$487,816 \$7,003,990	\$3,004,24 \$1,897,22 \$24,546,90
OTAL ESTIMATED NFA FUNDS AVAILABLE	\$437,473 \$312,527 \$2,991,487 <u>2011 - 2015</u>	\$507,151 \$313,111 \$3,558,095 <u>2016 - 2020</u>	\$587,927 \$362,981 \$4,951,627 <u>2021 - 2025</u>	\$681,568 \$420,794 \$6,041,703 <u>2026 - 2030</u>	\$790,125 \$487,816 \$7,003,990 <u>2031 - 2035</u>	\$3,004,24 \$1,897,22 \$24,546,90 <u>TOTA</u>
OTAL ESTIMATED NFA FUNDS AVAILABLE oads ridges OTAL AVAILABLE FOR ALLOCATING IN THE RTP otal Available for Programming in the Boston Region RTP	\$437,473 \$312,527 \$2,991,487 <u>2011 - 2015</u> \$1,178,422	\$507,151 \$313,111 \$3,558,095 <u>2016 - 2020</u> \$1,411,842	\$587,927 \$362,981 \$4,951,627 <u>2021 - 2025</u> \$1,991,972	\$681,568 \$420,794 \$6,041,703 <u>2026 - 2030</u> \$2,438,749	\$790,125 \$487,816 \$7,003,990 <u>2031 - 2035</u> \$2,827,178	\$3,004,24 \$1,897,22 \$24,546,90 <u>TOTA</u> \$9,848,16
OTAL ESTIMATED NFA FUNDS AVAILABLE oads ridges DTAL AVAILABLE FOR ALLOCATING IN THE RTP otal Available for Programming in the Boston Region RTP <i>Major Infratructure Projects</i>	\$437,473 \$312,527 \$2,991,487 <u>2011 - 2015</u> \$1,178,422 \$69,929	\$507,151 \$313,111 \$3,558,095 <u>2016 - 2020</u> \$1,411,842 <i>\$93,985</i>	\$587,927 \$362,981 \$4,951,627 <u>2021 - 2025</u> <b>\$1,991,972</b> <i>\$108,954</i>	\$681,568 \$420,794 \$6,041,703 <u>2026 - 2030</u> \$2,438,749 <i>\$126,308</i>	\$790,125 \$487,816 \$7,003,990 <u>2031 - 2035</u> \$2,827,178 <i>\$146,425</i>	\$3,004,24 \$1,897,22 \$24,546,90 \$28,848,16 \$9,848,16 \$545,60
OTAL ESTIMATED NFA FUNDS AVAILABLE oads ridges OTAL AVAILABLE FOR ALLOCATING IN THE RTP otal Available for Programming in the Boston Region RTP Major Infratructure Projects Federal Aid Bridge Projects	\$437,473 \$312,527 \$2,991,487 <u>2011 - 2015</u> \$1,178,422 \$69,929 \$193,566	\$507,151 \$313,111 \$3,558,095 <u>2016 - 2020</u> \$1,411,842 \$93,985 \$213,265	\$587,927 \$362,981 \$4,951,627 <u>2021 - 2025</u> \$1,991,972 \$108,954 \$247,232	\$681,568 \$420,794 \$6,041,703 <u>2026 - 2030</u> \$2,438,749 \$126,308 \$286,610	\$790,125 \$487,816 \$7,003,990 <u>2031 - 2035</u> \$2,827,178 \$146,425 \$332,260	\$3,004,24 \$1,897,22 \$24,546,90 \$24,546,90 \$9,848,16 \$545,60 \$1,272,93
DTAL ESTIMATED NFA FUNDS AVAILABLE bads ridges DTAL AVAILABLE FOR ALLOCATING IN THE RTP DTAL AVAILABLE FOR ALLOCATING IN THE RTP Major Infratructure Projects Federal Aid Bridge Projects NHS/IM Projects	\$437,473 \$312,527 \$2,991,487 <u>2011 - 2015</u> \$1,178,422 \$69,929 \$193,566 \$145,505	\$507,151 \$313,111 \$3,558,095 <u>2016 - 2020</u> \$1,411,842 \$93,985 \$213,265 \$155,928	\$587,927 \$362,981 \$4,951,627 <u>2021 - 2025</u> \$1,991,972 \$108,954 \$247,232 \$180,764	\$681,568 \$420,794 \$6,041,703 <u>2026 - 2030</u> \$2,438,749 <i>\$126,308</i> <i>\$286,610</i> <i>\$209,555</i>	\$790,125 \$487,816 \$7,003,990 <u>2031 - 2035</u> \$2,827,178 \$146,425 \$332,260 \$242,931	\$3,004,24 \$1,897,22 \$24,546,90 \$9,848,16 \$545,60 \$1,272,93 \$934,68
TAL ESTIMATED NFA FUNDS AVAILABLE ads idges TAL AVAILABLE FOR ALLOCATING IN THE RTP tal Available for Programming in the Boston Region RTP Major Infratructure Projects Federal Aid Bridge Projects NHS/IM Projects Statewide Maintenance	\$437,473 \$312,527 \$2,991,487 <u>2011 - 2015</u> \$1,178,422 \$69,929 \$193,566 \$145,505 \$463,750	\$507,151 \$313,111 \$3,558,095 <u>2016 - 2020</u> \$1,411,842 \$93,985 \$213,265 \$155,928 \$473,064	\$587,927 \$362,981 \$4,951,627 <b>2021 - 2025</b> \$1,991,972 \$108,954 \$247,232 \$180,764 \$538,050	\$681,568 \$420,794 \$6,041,703 <b>2026 - 2030</b> <b>\$2,438,749</b> \$126,308 \$286,610 \$209,555 \$623,748	\$790,125 \$487,816 \$7,003,990 <u>2031 - 2035</u> \$2,827,178 \$146,425 \$332,260 \$242,931 \$723,095	\$3,004,24 \$1,897,22 \$24,546,90 \$9,848,16 \$545,60 \$1,272,93 \$934,68 \$2,821,70

MassDOT Statewide Finance Plan - Summary												
Sources of Funds												
Obligation Authority	<b>2011 - 2</b> 2009	015 2011	<b>2016-2</b> 2009	2011	<b>2021-2</b> 2009	2011 2011	<b>2025-2</b> 2009	030 2011	2011-2030 2009	Total 2011	2031-2035	Total
Boston RTP Share of MPO Disrcetionary Capital Program	\$293,70	\$305.67	\$377.28	\$475.60	\$538.41	\$916.97	\$661,31	\$1,192.53	\$1,870.70	\$2,890,77	\$1,382.47	\$4,273,24
Estimated Boston Share of Regional Major Infrastructure Projects	\$37.81	\$69.93	\$112.14	\$93.99	\$161.13	\$108.95	\$197.65	\$126.31	\$508.73	\$399.18	\$146.43	\$545.60
Total Share of Discretionary Capital Program	\$331.51	\$375.60	\$489.42	\$569.59	\$699.54	\$1,025.93	\$858.96	\$1,318.84	\$2,379.43	\$3,289.95	\$1,528.89	\$4,818.84
Boston Share of Statewide Allocation												
Statewide Resurfacing Program Statewide Infrastructure Program (07)/NHS/IM Projects (11)	\$132.40 \$44.20	\$145.51	\$163.69 \$66,36	\$155.93	\$233.52 \$94.48	\$180.76	\$286.61 \$115.97	\$209.56	\$816.22 \$321.01	\$691,75	\$242.93	\$934.68
Statewide Bridge Program (07)/Federal Aid Bridge (11)	\$191.65	\$193.57	\$246,67	\$213.27	\$349.27	\$247.23	\$432.47	\$286.61	\$1,220.06	\$940.67		\$1,272,93
Accelerated Bridge Program*	\$1,020.14								\$1,020.14			
Statewide Maintenance Program	\$246.16	\$463.75	\$325.48	\$473.06	\$341.28	\$538.05	\$352.34	\$623.75	\$1,265.26	\$2,098.61	\$723.10	\$2,821.71
ARRA Projects												
Special Bridge Projects	<b>01 (34 55</b>	¢000.00	0000.00	0040.00	61 010 CC	torr or	¢1 107 20	¢1.110.01	#4 ( 10 ( 0	2721.020	¢1.000.00	6000 004
Total	\$1,634.55	\$802.82	\$802.20	\$842.26	\$1,018.55	\$966.05	\$1,187.39	\$1,119.91	\$4,642.69	3731.038	\$1,298.29	5029,324
Total All Funding	\$1,966.06	\$1,178.42	\$1,291.62	\$1,411.84	\$1,718.09	\$1,991.97	\$2,046.35	\$2,438.75	\$7,022.12	\$7,020.99	\$2,827.18	\$9,848.17

#### MEMORANDUM

To:	<b>Transportation Planning and Programming Committee</b>
From:	MPO Staff
Date:	April 14, 2011
Re:	Investment Strategies for Paths to a Sustainable Region

#### Background

The MPO is in the process of developing its next long-range transportation plan – Paths to a Sustainable Region. This memorandum outlines the steps that have been completed and those that staff would like the MPO to consider for the future.

#### Needs Assessment

The Needs Assessment for Paths to a Sustainable Region has been completed and public outreach for this document is ongoing. The Needs Assessment examined the region's transportation needs by six radial corridors, the Central Area, and the circumferential corridors (Route 128 and Interstate 495). Staff produced chapters for each corridor that provided information about the current state of the region's transportation system and how it is forecast to be used in the future. The final chapter, the Regionwide Needs Assessment, analyzed each corridor's needs and identified the most pressing needs for the MPO region as a whole.

#### Universe of Projects and Programs

After performing the needs assessment for the region, a Universe of Projects and Programs was developed. The Universe includes all projects and programs that have been included in past long-range transportation plans, Transportation Improvement Program Universe projects over \$10 million, the MPO's Congestion Management Process, the MBTA's Program for Mass Transportation, the MBTA's Capital Investment Program, projects recommended through studies, and public comment. The Universe was organized by the respective corridors and then by highway and transit. A list of systemwide transit projects was also developed. The projects and programs listed in the Universe were then reviewed to determine which ones met a need identified in the Regionwide Needs Assessment. A preliminary evaluation was conducted for the projects that met a need to determine how well the project addressed the vision topic areas of:

- System Preservation, Modernization, and Efficiency
- Livability and Economic Benefit
- Mobility
- Environment and Climate Change

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- Transportation Equity
- Safety and Security

Projects included in the current Plan – JOURNEY TO 2030 were included in the Universe – those that met a need are shown in bold and those that did not are shown in italics. Twelve projects that had been included in JOURNEY TO 2030 Plan are now considered No-Build projects. No-Build projects are those under construction, advertised for construction, or listed in the Fiscal Year 2011 Transportation Improvement Program. They are:

- Pulaski Boulevard (Bellingham) Under construction
- East Boston Haul Road (Boston) Under construction in the spring, funded by MassPort
- Resurfacing at Various Locations (Boston) Under construction
- Route 128/Route 35 and Route 62 (Danvers) Under construction
- Route 9 Resurfacing (Natick & Framingham) Under construction
- Route 85 (Hudson) in 2011 TIP
- Route 139 (Marshfield) in 2011 TIP
- Quincy Center Concourse (Quincy) Under construction
- Assembly Square Roadway (Somerville) Under construction
- South Weymouth Naval Access Improvements) (Weymouth) Under construction
- Assembly Square Orange Line Station (Somerville) Preparing to go out to bid in the spring, also in the 2011 TIP
- Wonderland Parking Garage (Revere) Under construction

The Route 128 Improvement Project (Randolph to Wellesley) and Crosby's Corner (Lincoln and Concord) are projects under construction and must be listed in the Plan as ongoing advanced construction (AC) projects along with the funding needed to complete the projects.

#### **Investment Categories**

The Universe of Projects and Programs were then organized by investment categories to better understand the degree of which different investment categories advance the MPO's visions and policies. Staff conducted an evaluation to determine whether their primary or secondary purposes supported the various MPO policies. The investment categories are:

- State of Good Repair and Maintenance transit and roadway
- Multi-Modal Traffic Management and Modernization transit and roadway
- Management and Operations transit and roadway
- Expansion transit, roadway, freight, and shared-use paths (which include MassDOT Priority 100 paths)
- Clean Air and Mobility

The investment categories were evaluated and ranked by their ability to address the visions and policies. The order from highest ability to lowest is:

- 1. Transit Modernization
- 2. Clean Air and Mobility
- 3. Transit State of Good Repair and Maintenance
- 4. Roadway Multi-Modal Traffic Management and Modernization
- 5. Transit Expansion
- 6. Shared-Use Paths Expansion
- 7. Transit Management and Operations
- 8. Roadway State of Good Repair and Maintenance
- 9. Roadway Management and Operations
- 10. Freight Expansion
- 11. Roadway Expansion

#### **Project Evaluation**

The next step was to evaluate how well several of the projects and programs within the investment categories advanced the MPO's policies. Additionally all projects that were included in the current JOURNEY TO 2030 Plan that did not meet the No-Build criteria and projects not included in the current Plan that staff felt would advance the visions of the region were evaluated as to how well their primary and secondary purposes advance the visions and policies. This information has been prepared to help the Transportation Panning and Programming Committee (the Committee) select an investment strategy that will help to achieve the visions and policies that were adopted by the Committee last spring.

The project evaluation table will be presented at the April 14, 2011 Committee meeting. Members are asked to review the projects that were evaluated and determine if any additional projects should be evaluated. Staff is also looking for feedback on the evaluations and results.

#### **Investment Strategies**

Staff is proposing that the Committee consider investment strategies when it decides how to program transportation spending for Paths to a Sustainable Region. Staff is planning to provide the Committee members with several strategies based on varying combinations of investment categories to help determine funding splits for programming. For example, this may entail allocating varying funding percentages for projects and programs that support system preservation, modernization, operations and management or expansion. The Committee should also consider continuing or possibly expanding its Clean Air and Mobility Program and adding other programs that will advance the visions of the region.

In the 2004 Transportation Plan, the MPO adopted an assumption that 70% of funds would be dedicated to maintenance and 30% to expansion for both highway and transit. In the 2007 Plan,

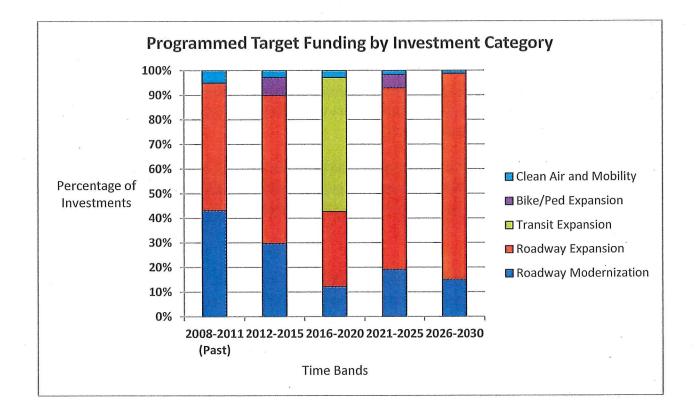
3

JOURNEY TO 2030, the MPO adopted the same funding split (70% maintenance/30% expansion) for highway, but it determined that 90% of transit funding would be dedicated to maintenance of the system.

In 2009, the transit and highway split changed in the Amendment to JOURNEY TO 2030. The MPO decided that 100% of transit funding would go to maintenance, and the Commonwealth would fund the State Implementation Plan expansion projects. For highway, the TPPC's funding split varied among the 5-year timeframes, ranging from 66% to 80% expansion projects. The remaining 20% to 44% of highway funds were allocated to maintenance in each timeframe.

#### **Investment History**

Staff has compiled information on recent historical TIP and Plan expenditures to analyze how the Committee has programmed its federal transportation dollars in the past. Staff has also projected how the Committee proposed to spend its funds according to the Amendment to JOURNEY TO 2030. The figure below shows the relationship between programmed highway target funding and each investment category through 2030.



Funding was also allocated to Management & Operations, Study & Design, and Other projects, but accounted for less than 0.1% of total spending.

#### **Investing in Programs**

Another decision that the Committee is asked to consider is the development of programs, similar to the development of the Clean Air and Mobility Program in which \$2 million is set aside each year to fund projects that reduce emissions and congestion. Staff is proposing that the Committee consider setting aside funding for future projects without specifically naming those projects. This would lower the amount of unprogrammed funding for the TIP, however, lower cost projects could be funded through each program.

In February, the Committee discussed programs to consider funding in the Plan. They agreed that the following programs should be considered for funding that:

- relieve bottlenecks, possibly intersection and street geometric improvements, and provide funding for traffic and incident management
- promote MBTA safety projects
- fund advanced transit management and operations and key bus route service improvements
- provide funding for projects in environmental justice communities identified through the transportation equity program

Projects under these programs would be identified through TIP development.

#### **Summary**

In summary, staff is proposing the following next steps:

- 1. Members are asked to review the projects that were evaluated and determine if any additional projects should be evaluated. Staff is also looking for feedback on the evaluations and results.
- 2. Staff will develop investment strategies for the Committee to review and consider when developing varying funding splits. This will help to provide that the projects and programs identified in Paths to a Sustainable Region best meet the MPO's visions and policies for the region.

Municipality	Programs and Projects	N	Moder	ntenar nizatio ficieno	on and		Lival		nd Ecc enefit	nomic		Mobi	ility		Eı	nvironment		Cli	mate (	Change	Tr	anspo Equ	rtation ity	n	Saf	ety an	d Secu	rity		Comments
		Jse low-cost strategies	Efficiency through ITS and M&O	nvest in technology before expansion	Achieve SGR/Modernization	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	economic vitali	to to	Improve transit service	Expand transit	traints a	Promote fleet modernization Support high-occupancy vehicle travel		Support meeting GHG emission reduction targets	Reduce VMT	Increase transit/bike/ped options and TDM	itic	Keauce energy use Address equity needs, minimize burdens	(air, safety, community) Reduce transit trin times: increase canacity	avily used networks before	azards planning	Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	ove Bike/Ped	Reduce crash severity	
Modernization - Transit				5.42								12																	-	
Clean Air and Mobility																							·							· · ·
State of Good Repair & Main	tenance - Transit			-						-	1 1 1 1 1 1 1												•• ••		50					
Multimodal Traffic Managem	ent & Modernization - Roadway			1.1															8 				1		- -		1919	1		
Expansion - Transit					1		870				1 285			-										1				•		а . • • •
Expansion - Bike/Ped										17			-											· .			18			
Management & Operations -	Transit																												-	, " a 
State of Good Repair & Main	tenance - Roadway														- L.										No.				-	
Management & Operations -	Roadway	1942											State					·								1	1.0			
Expansion - Freight		-		2					1	55					100 C		1								1.					
Expansion - Roadway																									1	-				

Management & Operations: ITS and low-cost capital improvements for system efficiencies

State of Good Repair & Maintenance: Repair and maintenance of the existing system

Modernization: Upgrades to the existing system to meet contemporary standards and accommodate all users

Expansion: Extending or adding capacity to the existing system

Dark-shaded box: Indicates that primary goal of investment category supports policy Light-shaded box: Indicates that secondary goal of investment category supports policy

Corridor	Municipality	Programs and Projects	* - 2. 1	Modern	tenance ization ciency		Liva		and Eco enefit	onomic	•	Mobility	2		Enviro	nment		Clima	te Cha	ange		sporta Equity			Safety	and Sec	curity		Comments
			Use low-cost strategies	Efficiency through ITS and M&O	Invest in technology before expansion	Strengthen connections; close gaps	MetroFuture developm	Promote healthy transportation, complete streets	ext-sensitive d	Support state-or-practice parking Support economic vitality	access to	Improve transit service Expand transit	Address constraints and bottlenecks	fleet modernization	iicle trav	is, including brown ation and alternativ	Support meeting GHG emission reduction targets	Reduce VMT Increase transit/bike/ped options and TDM	nre	Reduce energy use	Address equity needs; minimize burdens (air, safety, community)	lsi	Improve heavily used networks before expanding	rds planning	Reduce safety and security deficiencies	Support ITS Protect critical infrastructure; address vulnerabilities	bed safety	Reduce crash severity	
nager	nent & Operat	tions: ITS and low-cost capital improvements for system efficiencies			12.5									a tabé		· - 11			-15	5									<u>iert out</u>
	Management &	& Operations - Transit																								22.2			
		Communications/Technology	10000		10000		-		-	-	-		L DANGE					to de		2.5745	-						1		
		Green Line Power Study						•			1 1	-									1								
														S						a		1.1	-		•		-		
	Management &	& Operations - Roadway	2.21 3.2												1				·										-
			and a second second																				1.1						
	Management &	& Operations - Freight				2		•							8					*			•	2 - C					
	Management &	& Operations - Regionwide Communications & Technology											57.5			1			T	1									
		Interface MassDOT-MSP communication for real-time information											1000			5					-								1 1 N.
-	0	Interconnect Existing Operations Centers (METFON, MSP)							2 1 A	1																			
		Expand Traffic Sensor Network			· ·														1		9 9 C					-			
		Upgrade Traffic Signal Equipment (demand responsive systems)			2				34. 5									1.											
	Regionwide	Implement Transit Signal Priority for MBTA Bus Routes			1.0				the second		· ·	1 (a)							-	_	· · ·						· · · · · ·		
	Regionwide	Integrated Corridor Management				·				_					1				_										· · · ·
		Arterial Traffic Monitoring				_													-	-									
		Enhanced Emergency Response System (ERS)																		-	-						+		
		Deploy and manage Dynamic Message Signs Employ Critical Infrastructure Surveillance								-									-	-	-								· ·
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ate of (	Good Repair 8	& Maintenance: Repair and maintenance of the existing system	. *	·															-					1. N.	-				
	State of Good	Repair & Maintenance - Transit								-			23		84 ×								<b>F</b>						
cessibili	у		-														1			·		1							
		Station Elevator/Escalator Replacement Program				-									-	5				-									
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		D.11 D							a	2																8			
idges	MBTA	Bridge Program • Funds design and rehabilitation of selected bridges throughout the system			· .	1 ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) (												a second s	-	-	_								

PATHS TO A SUSTAINABLE REGION - Programs and Projects by Investment Category Boston Region MPO Staff - 4/13/2011

Corridor	Municipality	Programs and Projects	· N	Iode	intena mizat fficier	ion ar	nd	Liv		y and Bene	d Econon efit	nic		Mob	ility		* * * *	Envi	ronme	nt		Climat	e Chan	ige		sporta Equity		9 	Safety	and Se	curity		Comm	ients
			e low-cost strategies	Efficiency through ITS and M&O	invest in technology before expansion	hieve SGR/Modernization	engthen connections; close gaps	Support MetroFuture development plans	healthy transportation	context-sensitive design	state-of-practice park	Support economic vitality	Improve access to transit	mprove transit service	pand transit	dress constraints and bottlenecks	et modernization	pancy vehicle travel d modes	otect resources and health; avoid air and water pacts; reduce emissions, including brownfields	urces urces mode modified CHC emission radiuction ferrate		crease transit/bike/ped options and TDM	Protect critical infrastructure	educe energy use	ldress equity needs; minimize burdens ir, safety, community)	nsit trip	prove heavily used networks before expanding	plement all-hazards planning	Reduce safety and security deficiencies	tupport ITS Protect critical infrastructure - address vulnerabilities	s/Ped safety	Reduce crash severity		
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	MBTA	Merrimack River Bridge Rehab					-	-	-		-	_	19.000 19.000														-		-+		-			
Facilities							-					-									_	_	· · · · ·							-	-			4.5
		Systemwide Tunnel Lighting								-		-									-		-						-					
		Tunnel Rehabilitation					÷			-						14.2		1		-	-		-				-							
Maintenan			-		-	-															_	-												
8 8	MBTA	Orient Heights Maintenance Facility Renovation Phase III • Includes HVAC replacement, sprinkler and fire alarm upgrade, a new carhouse roof, and other improvements.										e a					*	*	5 9	e - 1		- -	е Ф. 1 1	• 19 • •			• 5			• 5				а 10 <sup>г</sup>
	MBTA	Riverside Car House Improvements		1.5					· ·						* <u>*</u>			÷ .				1		1							* .			
	MBTA	Wellington Maintenance Facility Improvements									÷																	-		_	_	-		
Power	4.			1									9 m.											* <sub>1</sub>				- 0				1		
	MBTA	Power Program to fund the overhaul of the jet engines and other critical components at the South Boston power generation plant	×			σ.	3	4					- 5 - 10				0					a		10										
	MBTA	Rehab Traction Power Substations	·								1										·.					·								
Signals									1											÷ .	•					a da a	14		<u> </u>				A second	- P
	MBTA	Green Line Signal Replacement				_															_	1					<u>,</u>	-		1.1		-		
		Systemwide Signal Maintenance			8	1			4	1		_																						
	MBTA	Red Line Signal Cable Replacement			-		_		-					·	·						_	_				1997 - 1997 1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1					_	-		
Stations								1			1						- R				·			-							_			8
		Back Bay Station, Lobby Ventilation						1	-				(*)								1	-	-								-			
		Commuter Rail Stations Upgrades and Renovation				-	-		-		-				-			-			_	_	-	_	-									
	MBTA	Rapid transit station midlife rehab upgrades			-			-				_				-		-			_									4	-			
	MBTA .	Subway Station Platform Improvement Program						-	-	-		-		2 2 2					-			-				·			-				2 - 14 2 - 1	
Track			-					_							-		1				-	-	-			-			· · · · · · · · · · · · · · · · · · ·					
and the second se		Old Colony Tie Replacement Project Subway Systemwide Track Maintenance						-		-			-								-								-+					
		Subway Systemwide Track Maintenance Yard Switch Replacement and Track Reconstruction		1			-									-						×												
Vehicles			· .			1				-											-		1				e 1							a 8
	MBTA	New Red Line Car Procurement • The fleet of 74 Red Line No. 1 cars built in 1969 are nearing the end of their useful life.						•	4		21 x. 2 x.			а. <sup>9</sup> 1		-										-						÷.		
• •	MBTA	Orange Line Car Procurement														-							1				- 1 - 1							• •
*.	MRTA	• 146 new Orange Line #14 cars are needed to replace the #12 car fleet. Commuter Rail Locomotive Procurement	-		-	-		-	1.1	-	-						10000					-							-				1	-
		Green Line No. 7 Car Overhaul			100			-	-	-		_									-							1.	-				1. S. S.	
		Green Line No. 7 Car Overnaul Green Line No. 8 Car Upgrades	1.1			-		-	-			-	·																					ar e s
		Kawasaki Commuter Rail Coach Overhaul					1			-		_		·			-				-	•		·	- N.	8		1. 			1		а. — А.	11
2 - C		• This project involves the overhaul of 75 bi-level Kawasaki coaches.								1					·																	<u>.</u>		

Corridor	Municipality	Programs and Projects	М	Ioder	intena rnizat fficier	ion an	ıd	Liv		ty and Bene	Econo	mic		Mob	lity		I	Enviro	nment	er"	С	limate	Char	ıge		sporta Equity			Safe	ty and	l Secu	ırity	4 	Commo	ents
			Jse low-cost strategies	Efficiency through ITS and M&O	nvest in technology before expansion	chieve SGR/Modernization	strengthen connections; close gaps	support MetroFuture development plans	romote healthy transportation, complete streets	context-sensitive design	Support state-of-practice parking	support economic vitality	mprove access to transit	mprove transit service		Address constraints and bottlenecks	Promote fleet modernization Support high-occupancy vehicle travel	and non-motorized modes Protect resources and health; avoid air and water	cluding browr and alternativ	sources Support meeting GHG emission reduction targets	Reduce VMT	ncrease transit/bike/ped options and TDM	Protect critical infrastructure	Reduce energy use	Address equity needs; minimize burdens (air, safety, community)	Reduce transit trip times; increase capacity	mprove heavily used networks before expanding	mplement all-hazards planning	Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	Improve Bike/Ped safety	Reduce crash severity		
	MBTA	Procurement of 480 Buses			-	4			1 · .			0)											-		1				• •						
	MBTA	The MBTA will need to purchase 480 new buses by 2030. RIDE Vehicle Program						-		-										* 6								1.			-				
					-																														-
		Repair & Maintenance - Bridge				1 Kill	•							100			а.		14 - A.	-				1		2			1998				· ·	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
NW, Central	Cambridge	Longfellow Bridge • This project rehabilitates the multimodal Longfellow Bridge between Boston and Cambridge.		-											· .						•••													* . *	· .
SE .	Quincy and Braintree	Fore River Bridge • This project involves rehabilitating the Fore River Bridge, which carries Route 3A over		× .						1 .				1																		[2, 1]			20
<sup>a</sup> a a		the Fore River.										•			•	· ·			л 				9 9									<u>6.</u> 2		• •	
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Corridor	Municipality	Programs and Projects	P	Mode	inten rnizat Ifficier	ion an	nd	Liv	vabili	ty an Ben	d Econ lefit	omic		Mo	bility			Env	vironn	nent		Cli	maté	Chang	e		sporta Equity	ation y		Safe	ty and	d Secu	rity	a	Comr	nents
			Use low-cost strategies	Efficiency through ITS and M&O	Invest in technology before expansion	Achieve SGR/Modernization	Strengthen connections; close gaps	Support MetroFuture development plans	sportation, col	Promota contavt-cancitiva dacion	practice park	omic vitality	Improve access to transit	Improve transit service	Expand transit	Address constraints and bottlenecks	Promote fleet modernization	le travel	Protect resources and health; avoid air and water impacts; reduce emissions, including brownfields	gy conservatior	Support meeting GHG emission reduction targets	Reduce VMT	Increase transit/bike/ped options and TDM	Protect critical infrastructure	Reduce energy use	Address equity needs; minimize burdens (air, safety, community)	Reduce transit trip times; increase capacity	Improve heavily used networks before expanding	Implement all-hazards planning	Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	Improve Bike/Ped safety	Reduce crash severity		
	Multimodal Tr	affic Management & Modernization - Roadway	<u> </u>		T	-	14					1	ĺ										23				3					100				×.
N	Boston	Sullivan Square • The project reconstructs Sullivan Square to accommodate the bypass road connection to Route 99 envisioned in the Rutherford Avenue project. It will create green space and parcels for redevelopment.	a B A	a.			-		No. 10												8															n <sup>den</sup> e Sen
NW		Trapelo Road • This project will reconstruct 2.5 miles of Trapelo Road in Belmont from the Cambridge city line to Route 60. The project will improve the road for all users through traffic signal, sidewalk, bicycle, and streetscape improvements. It will also alleviate flooding through the construction of a second culvert at Beaver Brook.												× <sup>8</sup>			*2																			
NE		Mahoney Circle Grade Separation • This project improves the congested intersection of Routes 1A, 60, and 16 by depressing Route 60 and improving the connectivity between the other routes. A CTPS corridor study identified it as the worst intersection along Route 1A (tied with Boardman St.).									-			н - 1				*			•												•		2 2 2	
NW	Arlington and Cambridge	Route 2/Route 16 Intersection This project implements access and traffic operation improvement recommendations outlined in the MPO's UPWP Alewife Traffic Operations and Access Study, Phase II.	-																-							1 <b>-</b> 2						а 4				<sup>5</sup> у <sub>1541</sub> 3 та
NE, N NE	Revere	Route 1 Intersection Signalization (Corridorwide) Route 1A/Route 16 • This project involves replacing the current intersection of Routes 1A and 16 with a three-fourths cloverleaf interchange. The project is in the northwest corner of Suffolk Downs and would support development there. The realigned Route 16 will open up space for a linear park.					- Allense															•									-					
W	Framingham	Route 126/Route 135 Grade Separation • The project involves construction of an underpass for Route 126 beneath Route 135 and railroad tracks. The project will encourage economic development in downtown Framingham and improve a congested area.		340 						-		e <sup>n</sup>	х. • •						•												2 				4 9 4 9 40	
N .	Boston	Rutherford Avenue • This project would provide a context sensitive design through the reconstruction of Rutherford Avenue in Charlestown. It would divide the existing Rutherford Avenue into 2 roadways: one for regional traffic that would run along the I-93 viaduct, and a redesigned Rutherford Avenue for local traffic that is better integrated into the Charlestown street network and has improved pedestrian and bicycle facilities. The four-lane bypass road would include underpasses at the Gilmore Bridge and at Cambridge Street at Sullivan Square.																																		
NE	Boston	Route 1A/Boardman Street Grade Separation • This project involves the construction of an overpass for Route 1A over Boardman St. in East Boston. Boardman St. would be moved 400 feet to the south and new ramps connecting it to Route 1A would be built. This congested location was identified as the worst intersection along 1A (tied with Route 1A/Mahoney Circle) by a CTPS corridor study.		298 13		19 19 19	山田市市			1 1 1 1 1 1 1									-																	

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Corridor	Municipality	Programs and Projects	N	loder		ion an ion an icy	d	Liv	100	y and Benef	Econo it	mic		Mob	oility			Envir	onme	nt		Clim	ate (	Chang	e . ·		portat quity			Safet	y and	Securi	ity	Comments
			Use low-cost strategies	Efficiency through ITS and M&O	Invest in technology before expansion	Achieve SGR/Modernization	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	Support state-of-practice parking	Support economic vitality	Improve access to transit	Improve transit service	Expand transit	Address constraints and bottlenecks	-	ile travel	i rotect resources and reality, avoid all and water impacts; reduce emissions, including brownfields Promote energy conservation and alternative	sources	Support meeting GHG emission reduction targets			Protect critical infrastructure	Reduce energy use	Address equity needs; minimize purgens (air, safety, community)	sit trip times; increase capacity	Improve heavily used networks before expanding	ent all-hazards planr	Reduce safety and security deficiencies	ITS	ritical infr	bed	
	Multimodal T	affic Management & Modernization - Roadway				tind.									-	1								Т	-				1					
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NW	Belmont	Trapelo Road • This project will reconstruct 2.5 miles of Trapelo Road in Belmont from the Cambridge city line to Route 60. The project will improve the road for all users through traffic signal, sidewalk, bicycle, and streetscape improvements. It will also alleviate flooding through the construction of a second culvert at Beaver Brook.			* • •							The second se		ж <sup>8</sup> с		2 2 3	ta p										x							
NE	Revere	Mahoney Circle Grade Separation • This project improves the congested intersection of Routes 1A, 60, and 16 by depressing Route 60 and improving the connectivity between the other routes. A CTPS corridor study identified it as the worst intersection along Route 1A (tied with Boardman St.).			  		4.							ж - 1		調査																	•	
NW NE, N	Arlington and Cambridge	Route 2/Route 16 Intersection This project implements access and traffic operation improvement recommendations outlined in the MPO's UPWP Alewife Traffic Operations and Access Study, Phase II.	a s							2 - 1	2 2 2																	- 1 - 1 -						
NE	Revere	Route 1 Intersection Signalization (Corridorwide) Route 1A/Route 16 • This project involves replacing the current intersection of Routes 1A and 16 with a three-fourths cloverleaf interchange. The project is in the northwest corner of Suffolk Downs and would support development there. The realigned Route 16 will open up space for a linear park.	-				書きる						с. Т.		-				-				5								*			
W	Framingham	Route 126/Route 135 Grade Separation • The project involves construction of an underpass for Route 126 beneath Route 135 and railroad tracks. The project will encourage economic development in downtown Framingham and improve a congested area.			8	-					n Kn K	a Provincia de la composición										. * *												
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Corridor	Municipality	Programs and Projects	N	loder	ntena nizati ficien	on an	d ·	Liva		y and Bene	Econo fit	mic		Mob	ility			Enviro	nmer	ıt		Clima	te Cl	hange	Tı	anspo Equ	ortatio 1ity	'n	5	Safety	and S	ecurit	<b>y</b>	Comm	ients
			Use low-cost strategies	Efficiency through ITS and M&O	Invest in technology before expansion	Achieve SGR/Modernization	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	Support state-of-practice parking	Support economic vitality	Improve access to transit	Improve transit service	Expand transit	Address constraints and bottlenecks	fleet modernization	Support high-occupancy vehicle travel and non-motorized modes Protect resources and health; avoid air and water	cluding brown and alternativ	sources Summet montione CHC amission reduction tarnate		Reduce VMII Increase transit/hike/hed ontions and TDM		Protect critical infrastructure	Address equity needs; minimize burdens	inity)	uansu unp unites, increase cap heavily used hetworks hefore	aviiy used i	int all-hazards plann	Reduce safety and security deficiencies		Protect critical infrastructure; address vulnerabilities	e/reu s		
NW		Concord Rotary/Route 2 • This project seeks to relieve congestion and improve safety by replacing the Concord Rotary with a highway interchange and another westbound lane on Route 2 approaching the interchange. The project also includes a bridge over Route 2 to connect Commonwealth Avenue to the intersection of Route 2A/119. Phase 2B of the Bruce Freeman Rail Trail is part of this project as well.							2 2 2					* * * *										2 2											
NE		Route 1/Route 16 Interchange • This project would better connect Routes 1 and 1A via Route 16, which would reduce the need for traffic to use local streets. It would connect Route 1 south to Route 16 east with left turn lanes and a signal, and Route 16 west to Route 1 north with a new ramp.	·	a		2 A				а а <sup>са</sup> у			-	ж <sup>ана</sup> .						*					and a second sec			-							
W	Needham	Needham Street/Highland Avenue • This project reconstructs Needham Street (Newton) and Highland Ave (Needham), improves several intersections, and widens the bridge over Route 128. The project improves bicycle and pedestrian accommodations, and will support economic development.		-	а Эс		* 8 *				. *	3 8						.*						× • *					A Distant price of the						'.
н 2 2	Brookline, Newton	Route 9 Capacity Improvements • This project would involve several improvements to signals, sidewalks, and pedestrian crossings along Route 9. It would also involve some minor widening at the Woodward St. intersection and striping a third lane from that intersection to the east along Route 9.					2 20 20	2010 19 19 19		41											~		2 2												-
SE NW	Concord and Lincoln	I-93/Route 24 Interchange Improvements Crosby's Corner • The project involves the construction of a bridge for Route 2 over the congested Crosbys Corner area. The current Route 2 will be converted into a frontage road for local homes and businesses.					•	-	2			-																							
SW	Norwood,	Route 1 South • This project implements geometric, signal, and pedestrian improvement recommendations outlined in the MPO's UPWP Route 1 Study.							-si		L.							а. 1																	
W, SW	Bellingham to Framingham and	Route 126 • This project implements geometric, signal,bus service, and pedestrian improvement recommendations outlined in the MPO's UPWP Route 126 Study.		8	3			•		- 5		5							· · · .					ы.  -					:						к 3 — г.
W .	Ashland	Route 135 Grade Separation • This project would construct grade-separated intersections on Route 135 at Main Street and Homer Ave./Chestnut St.								ж								2											<sup>2</sup> .						
SW, SE	Canton, Milton, Stoughton	Route 138 Corridor • This project implements geometric, bicycle, and pedestrian improvement recommendations outlined in the MPO's UPWP Route 138 Study.						S.		с. 2					1					* *				-			2				н <sup>1</sup> .				9 •
NW	Lexington	Route 2 Capacity Improvements • This project would rebuild Route 2 as a 4-lane, limited-access highway with no traffic signals between I-95 in Lexington and Route 111 in Acton.					-		÷	8					н н н																				-
W, NW	Boston, Watertown,	Route 20 • This project implements recommendations outlined in the MPO's UPWP Route 20 Study.				6											× .														5		·		

Corridor	Municipality	Programs and Projects		Mode			nd	Li	vabili	-	nd Eco nefit	nomic	2	M	obility	7		E	nviron	ment	н н ц	C	limate	Chan	ge		sport Equit	ation y		Safe	ty and	Secur	ity		Comments
			Jse low-cost strategies	Efficiency through ITS and M&O	nvest in technology before expansion	Achieve SGR/Modernization	strengthen connections; close gaps	Support MetroFuture development plans		control condition dominant	context-sensitive state-of-practice p	omic vitality	access to	transit service	ransit	Address constraints and bottlenecks	romote fleet modernization	high-occupancy	ind non-rinotorized modes Protect resources and health; avoid air and water	afa	upport meeting GHG emission reduction targets	teduce VMT	ncrease transit/bike/ped options and TDM	Protect critical infrastructure	keduce energy use	Address equity needs; minimize burdens air, safety, community)	Reduce transit trip times; increase capacity	mprove heavily used networks before expanding	nplement all-hazards planning	keduce safety and security deficiencies	support ITS	critical infr	ove Bike/		
E	Sharon	Route 27 (Corridorwide) (meets need in Sharon)							1.	•			1													4.0								1	
Į	Medford	<ul> <li>This project includes geometric and signal improvements on Route 27.</li> <li>Route 60 Improvements</li> <li>This project implements pedestrian, transit, and intersection traffic operations and safety improvement recommendations outlined in the MPO's UPWP Route 60 Study.</li> </ul>										-						2)			-														
E		Route 3/Union St. • This project would construct safety improvements at this intersection.			2 2 2 2			-	-				-	1						1					÷.,										
ж - к ж		Route 9/Route 126 Interchange • This project involves improvements to the interchange of Route 9 (Worcester Road) and Route 126 (Concord St.) The Route 126 bridge is rated as structurally deficient.		*										1 		1 	_	2 - X 2 - X 2 - X 2 - X	:				2 2	5.2	8	8								-	
	Framingham	Route 9/Temple St. • This project involves improvements to the intersection of Route 9 and Temple St. It would include widening at the intersection to provide 3 through lanes and double left-turn lanes in each direction on Route 9, and intersection signalization.			a A S						· ·	*** •		*		••										8 - 5,2 - 1									
		or adding capacity to the existing system		ieli.																															
100	Expansion - Tr																-	120								22				-	_4.				
11 - J.		Extend Blue Line to Lynn • This project involves constructing an extension of the Blue Line 4.5 miles from Wonderland Station to Lynn Station. The project would support economic development in Lynn. It would result in improved connectivity from the North Shore to Logan Airport.	• •						•																				8	* *	27	74			••• <sup>•</sup>
		Green Line Extension College Ave to Route 16 • This project involves constructing the College Avenue to Route 16 segment of the Green Line Extension. Phase 1 of the project involves constructing the Green Line from Lechmere to College Ave., with a spur to Union Square in Somerville.								- 4	•. 																				e e				
- - 1		Green Line Extension to Medford Hillside/Union Square This project involves extending the Green Line beyond Lechmere to College Avenue in Medford Hillside (about 4 miles) and Union Square in Somerville (about .5 miles). This project would improve transit access in the Northwest Corridor and support economic development and smart growth.				3 							•			•																		*	
	· · · ·	Urban Ring, Phase 2 • This project involves the construction of a bus rapid transit service in a roughly circular corridor connecting major activity centers in Boston, Brookline, Cambridge, Chelsea, Everett, Medford, and Somerville. It would connect the MBTA's rapid transit radial corridors and alleviate crowding in the central subway. It would also encourage infill development along the corridor.	8	ж <sup>п</sup> й г		-1				4																				1. F				•	

1		Station to Lynn Station. The project would support economic development in Lynn. It would	L. 7	1			1	1000	1.1		A Carton		100							1828	12552		
		result in improved connectivity from the North Shore to Logan Airport.								19				2-2-1									
	MBTA	Green Line Extension College Ave to Route 16					252	122					-				12.03			1000			
	1 a. 4 g. 5	• This project involves constructing the College Avenue to Route 16 segment of the Green	1. /												11				1.				
1		Line Extension. Phase 1 of the project involves constructing the Green Line from	1 /			- × -							2		•				282	652		COSAL S	e
		Lechmere to College Ave., with a spur to Union Square in Somerville.						E.C.A.		13							100		-				
	MBTA	Green Line Extension to Medford Hillside/Union Square					1				222	1	1				2003	-	15-193	1235		State:	
		• This project involves extending the Green Line beyond Lechmere to College Avenue in				3	27.2	E.E.		r.	125								1993		135	State .	- x -
	2 <sup>*</sup>	Medford Hillside (about 4 miles) and Union Square in Somerville (about .5 miles). This		1								1		13.44			and and a		194				
	1. A.	project would improve transit access in the Northwest Corridor and support economic								- 8						×.,	152						·
		development and smart growth.				1.1											1 miles						
	MBTA	Urban Ring, Phase 2									1000					1.1.1			125				
5		· This project involves the construction of a bus rapid transit service in a roughly circular corridor								. <sup>1</sup> .													
	· · · · ·	connecting major activity centers in Boston, Brookline, Cambridge, Chelsea, Everett, Medford,		* "S	÷		1911			3 <b>4</b>				633								2212	8
· ·		and Somerville. It would connect the MBTA's rapid transit radial corridors and alleviate crowding				- K.	199					· · ·						3		521			
1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	1.1	in the central subway. It would also encourage infill development along the corridor.															1225						

Corridor	Municipality	Programs and Projects				ion an	ıd	Liv		y and Bene		omic		Mol	oility			Envi	ironm	ent		Clin	nate (	Change			porta		1.	Safet	y and		ity		Comments
			Use low-cost strategies	Efficiency through ITS and M&O	invest in technology before expansion		Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets		Support state-of-practice parking	Support economic vitality	mprove access to transit	mprove transit service	Expand transit	Address constraints and bottlenecks	Promote fleet modernization	cy vehicle travel des	Protect resources and health; avoid air and water impacts; reduce emissions, including brownfields	Promote energy conservation and alternative sources	Support meeting GHG emission reduction targets	Reduce VMT	Increase transit/bike/ped options and TDM	Protect critical infrastructure	irgy use	Address equity needs, minimize burdens (air, safety, community)	Reduce transit trip times; increase capacity	Improve heavily used networks before expanding	Implement all-hazards planning	Reduce safety and security deficiencies		Protect critical infrastructure; address vulnerabilities	Bike/I	Reduce crash seventy	
		Russia Wharf Ferry Terminal 'This project would consist of implementing a new ferry route in Boston Inner Harbor, from the existing terminal at the Charlestown Navy Yard to a new terminal at Russia Wharf, which is located in Fort Point Channel at Congress Street. The construction at Russia Wharf is a CA/T legal commitment.								1 1 1 1 1 1 1																				ж. 2 - 1	· .				
8 - 		Silver Line to Chelsea • This project would extend the existing Silver Line service to connect with the Blue Line at Airport Station, and potentially extend service beyond Airport Station to the city of Chelsea by utilizing the proposed East Boston Bypass Road (Bypass).		- 14 - 14 - 14	*												•			2.8					· .			· .		•	*	20 20	•		r 1. r
	MBTA	South Station Track Expansion · South Station is currently at capacity; additional track space is required to expand commuter rail service needed to accommodate future ridership demand. Up to 5 additional tracks are proposed and would be constructed after relocation of the U.S. Postal Service facility.						2				·														÷.	×.			2) 1 1		2 2 4 7			
	MBTA MBTA MBTA	Parking Capacity Increases at one Blue Line Station Parking Increases at 14 Rapid Transit Stations Parking Capacity Increases at 22 Commuter Rail Stations Lowell Commuter Rail Line Extension (Nashua/Manchester) New Worcester Line Commuter Rail Station in Allston • This project would involve constructing a new commuter rail station on the					· · · · ·								· · ·														·	10					
	MBTA	Framingham/Worcester commuter rail line in either Allston or Brighton. Commuter rail service in this area was discontinued in 1959. Orange Line Extension from Forest Hills to Needham				<u> </u>														· 								5 							
NE	Medford, and	Route 16/Revere Beach Parkway Roadway Improvements • This project involves widening Route 16 to 6 lanes along a congested stretch between Routes 99 and 38, except for a 4-lane segment in the vicinity of Wellington Circle. Route 16 would pass beneth a new interchange at Wellington Circle. The ramps connecting Routes 38 and 16 to Interstate 93 would be realigned, and additional ramps will be constructed. There is a high amount of truck travel in this area.		•																	5					а									
SE	Braintree	I-93/Route 3 Interchange (Braintree Split) • The project improves the flow of traffic at the Braintree Split (I-93 & Route 3) through improvements to on and off-ramps, additional lanes, reconfiguration of existing lanes, and improved signage.		5 8 - 180 -										•••			-		2.		22 40		•					2							2
SW	Canton	I-95/I-93 Interchange • This project involves a reconfiguration of the I-93/I-95 interchange. It would improve traffic flow through new ramps and roadway widening at a congested interchange between two Interstate highways. It will also improve connectivity to the Route 128 transit station, and support the Westwood Station project.	•	8 1	2									, . •					- 20 - 10 20 20 20	*			5												м 2 <sup>4</sup> - 4 2 - 6

Corrido	Municipality	Programs and Projects		Mod	lainter lerniza Effici	ation	and		Lival		and E Senefit		mic	- 	Mob	oility		4	Env	vironn	nent	24	Cl	imate	Chan	ge		isporta Equity			Safet	ty and	Secu	rity		Comme	ents
			Use low-cost strategies	Efficiency through ITS and M&O	schnology be	Achieves SCD Michaenization		Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	Support state-of-practice parking	support economic vitality	mprove access to transit	mprove transit service	expand transit	Address constraints and bottlenecks	Promote fleet modernization	de travel	Protect resources and health; avoid air and water mpacts; reduce emissions, including brownfields	ternativ	Support meeting GHG emission reduction targets	Reduce VMT	ncrease transit/bike/ped options and TDM	Protect critical infrastructure	Reduce energy use	Address equity needs; minimize burdens air, safety, community)	Reduce transit trip times; increase capacity	mprove heavily used networks before expanding	mplement all-hazards planning	Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	mprove Bike/Ped safety	Reduce crash severity		
N	Reading, Stoneham, and	I-93/I-95 Interchange • This project involves several safety improvements to the interchange including new and reconfigured ramps, and widening along Route 128. It also involves transit improvements to reduce travel demand in the area, such as shuttles to the Anderson Regional Transportation Center, increased MBTA commuter rail and local bus service, and a new Peabody park-and-ride lot and shuttle services. This is a high truck rollover location.																							а 173 1				а 3 9			2 a 6 95 90 9					
NE	Salem	Bridge Street • The project involves widening Bridge Street by 2 lanes in each direction. It would improve access to the Salem train station.																		25 Q.				×.			* *	•	e.					x.			· · · ·
W	Marlborough, Hudson	I-495/I-290/Route 85 Interchange • This project involves the construction of flyover ramps between I-290 and northbound I-495. It also entails widening the Route 85 Connector from two lanes to four from I-495 to Fitchburg St, and improving intersections along Route 85. This is a high truck rollover location.		е Дж								•		•	1				2 								<	d K						•			a A
N, NE	Revere, Saugus	Route 1 add-a-lane • This project will improve a bottleneck by widening Route 1 from four lanes to six between Copeland Circle (Route 60) and Route 99. The Copeland Circle and Route 1 intersection is one of the highest crash locations in the state. It will also improve ramps to and from Route 1.								6								*	-			t A	i i				а а.	5 1 1 1					1				
SE	Weymouth	Route 18 • This project involves widening Route 18 to 2 lanes in each direction and improving several intersections between Highland/Charmada Streets in Weymouth and Route 129 in Abington. The project improves pedestrian facilities and provides access to the S. Weymouth Commuter Rail station and the development planned for the former Air Station.		, , ,		のための日本の			*	2 2 2		н ж											2			Alama A			5 · · ·				<i>x</i>			- 	
SE		Route 53 • This project in Hanover involves widening a one-mile section of Route 53 between Mill St. and Rawson St. It also would add a sidewalk to the west side of the roadway. Pond St. would be relocated and realigned.		5						2 5 2 2		-			- 	2					е 1 1				1		л. 19	e e								а 	
SE	Duxbury	Route 3 Add-A-Lane (Corridorwide) • This project involves widening Route 3 from 2 lanes in each direction to 3 between Route 18 in Weymouth and Route 14 in Duxbury. The project also involves improvements at the exit 11, 12, 13, and 15 interchanges and expansions of the park and ride lots at exits 12 and		-						•									-					жа. 1 м.				*									
N	Billerica, Burlington	Middlesex Turnpike Phase III • The proposed improvements will widen a 1.5 mile segment of the Middlesex Turnpike in Bedford and Billerica that is congested during the peak travel periods. The widening will provide two lanes in each direction, making it a four-lane highway with a median. The project will help improve redevelopment opportunities in the area.		-		THE STATES					-								• .	- 																	
N	Woburn	New Boston Street Bridge • This project involves the reconstruction of a bridge over the Lowell Commuter Rail Line that was destroyed by a fire more than 30 years ago. Reconstruction of the bridge would support industrial development in the area.							2	- 								2 1 2 2 3		¥2.			- 									4					

Corridor	Municipality	Programs and Projects	N			on an	d	Liva	-	and l Benef	Econo ïit	mic		Mol	oility			Env	ironm	ent		Cli	nate (	Change	2		portat Juity			Safety		Securi	ity	-	Comme	nts
			Use low-cost strategies	Efficiency through ITS and M&O	Invest in technology before expansion	Achieve SGR/Modernization	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	Support state-of-practice parking	Support economic vitality	Improve access to transit	Improve transit service	Expand transit	Address constraints and bottlenecks	Promote fleet modernization	de travel	Protect resources and health; avoid air and water impacts; reduce emissions, including brownfields	0	Support meeting GHG emission reduction targets	Reduce VMT	Increase transit/bike/ped options and TDM	Protect critical infrastructure	Reduce energy use	Address equity needs, minimize purgens (air, safety, community)	Reduce transit trip times; increase capacity	Improve heavily used networks before expanding	Implement all-hazards planning	Reduce safety and security deficiencies		ct critical in	bed	Reduce crash severity		
N		Montvale Avenue • This project involves widening Montvale Ave. to four lanes between I-93 and Central Street, and adding turning lanes at Washington St.	2						s. <sup>1</sup>		-																									2 2
SW	Canton	I-95 Northbound/Dedham St. Ramp/Dedham St. Corridor • This project constructs a new ramp from Interstate 95 northbound to Dedham Street in Canton. The project will improve access to Canton and the planned Westwood Station, and the MBTAs Route 128 Station.		• 		2 2 2 - 2				÷				2 2	•		-	£	y B B				4							1		- - 				•
SW	Canton to Foxborough	I-95 Capacity Improvements		2					а., а.,													<u>е</u> , к					. *						-+		: 	
NE	Peabody	Route 1/Route 114 Corridor • This project improves the interchange of Route 114 and Route 1. It would widen Route 114 to three lanes in each direction in the vicinity of the Route 1 interchange, reconfigure the interchange, and add on and off ramps between Route 114 and I-95 to complete the interchange between the highways.	-	¥		4			1 1 2 1	* *								1 - 1 5 - 1 6									0 4		-			-		-	· .	
N		Cambridge Street Improvements • This project would widen Route 3A between Route 128 and Bedford Street.	•	ан. 	н. Т		1				- 14 A												·	2	-				-	-			-	+		
NE	Beverly to Peabody	Route 128 Capacity Improvements • This project would address safety and congestion problems along the oldest stretch of Route 128 in the Boston region.		- <u>.</u>				3 <sup>10</sup>		-					2	4		2														-		-		е
N, NE	Reading	Route 128 Capacity Improvements • This project would improve capacity along a congested stretch of Route 128 between Route 1 in Lynnfield and Route 28 in Reading.			•				•	- 14 <sup>-1</sup> 4						-		2 							-	¥.0					<u>.</u>				•	
NW	 	Extend I-93 High-Occupancy Vehicle Lane into the City • This project involves the creation of a continuous HOV lane system from Quincy to Somerville on a very congested portion of Interstate 93. It would connect separate HOV systems north and south of Boston.		3		1	2 2 2					-				. 9				4 × ×								- 					1 • • • •			
N, NW	Somerville to Woburn	I-93 Capacity Improvements (Corridorwide) • This project involves constructing a reversible High Occupancy Vehicle (HOV) facility from Somerville to Route 128 in Woburn.	- -	6 3 1		1	÷.	2 - 18 - 2 - 2							•			-	j ar														· · ·	- 4 		-
W, NW, N	Wellesley to Woburn	Route 128 HOV • This project would involve the construction of an HOV lane along Route 128 between Wellesley and Woburn.		5	1. 1. 1.							2.							:					-							.* 					× 3
NW	Somerville	I-93/Mystic Avenue Interchange • This project involves constructing a new interchange between I-93 and Mystic Avenue. It would allow for a connector road between Mystic Ave. and Middlesex Ave., which would improve access to the Assembly Square development site.	5	2										·											- 14 - 14 - 14 - 14 - 14 - 14 - 14 - 14		· .					×	ж. 	•		а <sup>3</sup> с а 
SW, SE	Brockton to Quincy	Route 24 Capacity Improvements (Corridorwide) • This project involves the construction of a northbound HOV lane from Route 27 in Brockton to the Interstate 93/Route 128 interchange in Quincy.	1 A.								•					4							4 . 4				9			2 1					-	*** 

Corridor	Municipality	Programs and Projects	I	Mode	intena mizat fficier	ion a		L	livabi		nd Ec nefit	conom	ic		Mob	ility			Envir	onme	nt		Clima	te Cha	ange	Tr	anspo Equ	rtation ity	1	Sat	fety an	d Secu	urity	4 4	Comme	nts
			Use low-cost strategies	Efficiency through ITS and M&O	west in technology before expansion	chieve SGR/Modernization	trenathen connections: close daps	unnort MetroEutrure development nlans		atior .	ext-sensitive d	ort state-of-p	economic	nprove access to transit	nprove transit service	xpand transit	doress constraints and pottlenecks	romote fleet modernization	upancy venicie travel ed modes s and health: avoid air and	ions, incl rvation a	uciooi mo		crease transit/hike/ned ontions and TDM	- la	educe energy use	ddress equity needs; minimize burdens	educe transit trip times: increase capacity	ed networks be	nt all-hazards planning	educe safety and security deficiencies	Support ITS	rotect critical infrastructure, address vulnerabilities	nprove Bike/Ped safety	educe crash severity		
	Peabody, Saugus	Route 1 Capacity Improvements • This project would remove a bottleneck by widening the Lynnfield tunnel on Route 1 from four to six lanes, and eliminating the jug handle traffic signal on Route 1 north of Route 128.												-		ш <				.=						4										۰ ب
W	Milford	Veterans Memorial Drive Extension/Route 16 Bypass • This project involves extending Veterans Memorial Drive in Milford by almost 1 mile to Depot St. The project would reduce traffic through downtown Milford on Route 16, reduce cut through traffic, and extend the Upper Charles Bike Trail by almost 1 mile, from Route 109 to Central St.			ang sa	•										•					14							* 2							- - -	
	Expansion - Fr	eight	·							· ·	T					-	l				54			T		T		T	T	~	T					
SE		Track 61 Rail Improvement • This project would restore existing, and extend, freight rail lines into the Boston Marine Industrial Park. It would provide on-dock rail access to a planned bulk cargo facility at the North Jetty. The project includes rehabilitation of 2,860 linear feet of railroad track, and construction of 5,910 new linear feet of track. It would support economic development in the marine industrial park area.					and the second se				•																									2.
		South Boston Roadway Improvements This project, outlined in the State Freight Plan, includes the construction of a new Conley Terminal Freight Bypass Road, and upgrades to Cypher Street and E Street. It would reduce truck traffic on neighborhood streets.					A Parameter																													
	1. A.	Port of Boston Improvement Dredging Project This project involves deepening the navigation channel to Conley Terminal to a depth of 48 feet, and the entrance channel to 50 feet. It also involves dredging Chelsea Creek to 40 feet to improve access for oil tankers.														•					4 min <		4 										-			
		Charlestown Haul Road			-	1.1				-								· .			141	A					4								5 A.	
SE		Conley Rail Service • This project involves extending rail service into the Conley Terminal in South Boston. Rail service could reduce the number of trucks using South Boston roads to access the marine terminal and encourage more ships to use the port.	2 	2 2 2		· .						2		- 		•			•							-					e •		- 14 		а - -	i A

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Corridor	Municipality	Programs and Projects		Mainter oderniza Efficio	ation a		Liva		and E Benefit	conomi	c	Mo	obility	-	·	Environ	ment		Cli	mate	Chang	e 7		portati quity			Safety	y and Se	2		Comments
			S S	Efficiency through ITS and M&O nvest in technology before expansion	Achieve SGR/Modernization	ections	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	Support state-of-practice parking	Improve access to transit	Improve transit service	Expand transit	Address constraints and bottlenecks	Promote fleet modernization Support high-occupancy vehicle travel	ed modes is and health; avc	alternativ	Support meeting GHG emission reduction targets	Reduce VMT	Increase transit/bike/ped options and TDM	Protect critical infrastructure	Reduce energy use	Address equity reeds, minimize burdens (air, safety, community)	rip times; increase capacity	Improve heavily used networks before expanding	aza	Reduce safety and security deficiencies	Support ITS Protect critical infrastructure: address vulnerabilities		Reduce crash severity	
	Expansion - B	ike/Ped		11 1																								· ·	•		
NW	Acton	Assabet River Rail Trail • The project includes the construction of a trail from Acton, through Maynard and Stow, to Hudson - a distance of 6.6 miles. It will connect town centers, the Assabet River Wildlife Refuge, and the South Acton Commuter Rail station. Required to complete the project will be two new bikeway bridges, replacement of an existing pedestrian bridge, rehabilitation or replacement of a railroad bridge, and a 1,100-foot boardwalk through a wetland area.																						5 - A 4 8				-		-	
MassDOT	Bay State Green	way Priority 100					1				•							12				-				8.5		-+-			
NE		Northern Strand • This project involves the construction of an 11-mile shared use trail connecting five municipalities north of Boston. The proposed rail trail connects several schools and activity centers in a densely developed environment.		4					•			÷	4 4 - 4	- 2 							2 20 mil										2 - 10 
W, NW	Sudbury, Wayland, Weston,	Mass Central Rail Trail • This project involves the construction of a shared use trail along the former Mass. Central railroad line between Hudson and Belmont - a distance of approximately 24 miles. The proposed rail trail would connect with the Assabet River Rail Trail in Hudson, several schools, activity centers, and two commuter rail stations in Belmont.			× •									5 5 2				- 4 									8				
NW	Concord	Bruce Freeman Rail Trail • The project will extend the Bruce Freeman Rail Trail 4.9 miles through Acton and Concord. The shared use trail will be between 10 and 12 feet wide and its construction will involve adding a bridge over Route 2A and 119 and the rehabilitation of six railroad bridges. Once completed, the trail will be about 17 miles in length connecting downtowns, schools, and transit stations.		-1																					2 2 2		•				
NE	Salisbury to Danvers	Border to Boston Trail • This project involves the construction of a shared use rail trail - a distance of . The Northern Section would be about 28 total miles from Salisbury on the New Hampshire border to Danvers along a former rail corridor, connecting town centers, schools, and parks.	- -				-			e e	2 			а - с							-					end <sup>ie</sup> V		s			
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Clean Ai	r and Mobility							1.90					257										23.9								
Cicali Al	. and mobility					1000	2											•	× -								2				
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Transpo	rtation Equity				1							1		1.1															10.4	-	

Transportation Equity	Clean Air and Mobility				
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	Transportation Equity				

PATHS TO A SUSTAINABLE REGION - Programs and Projects by Investment Category Boston Region MPO Staff - 4/13/2011

#### Schedule for Paths to a Sustainable Region 2035 April 14, 2011

Task	<b>Completion Date</b>
Establish Corridors	completed
Document Existing Transportation System & Services	completed
Summarize Data and Update Information EJ - existing conditions and needs Review/summarize previous work/studies Summarize previous comments Update Visions and Policies CMP Coordination/Develop Performance Measure Complete Updated 2030 No-Build Run for Needs Complete 2009 Base Case Model	completed completed completed ongoing completed completed
Complete Needs Assessment	1/25/2011
TPPC Approves Draft Needs Assessment for Public Review	1/27/2011
TPPC Adopts Land Use Assumptions	2/10/2011
Public Review of Needs Assessment	2/2/2011 to 2/23/11
Receive Final Demographic Inputs for 2035 from MAPC to CTPS	2/28/2011
Receive Final Demographic Inputs for 2035 for 63 communities outside of the	3/18/2011
Final Universe of Projects and Programs Identified from Needs Assessment	3/31/2011
TPPC Begins to Identify Projects and Programs	3/31/2011
Receive Projections of Future Revenues (MassDOT)	3/31/2011
Identify Packages of Projects and Programs	3/31/11 to 5/19/11
Complete Final Model Results for 2035 No-Build	4/22/2011
TPPC votes on Recommended Projects and Programs	5/19/2011
EJ and AQ Analysis of Recommended Plan	6/16/2011
TPPC votes on Circulation of Draft Plan	6/23/2011
Public Comment Period begins on Draft Plan	6/27/2011
Public Comment Period ends	7/26/2011
TPPC receives comments	7/28/2011
TPPC meets to discuss comments and responses	8/11/2011
MPO Adopts Final Plan	8/18/2011