

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

June 2, 2011 Meeting

10:00 AM – 1:30 PM, State Transportation Building, Conference Rooms 2 & 3, 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:

- release a second revised Memorandum of Understanding (MOU) for a 30 day public review period, incorporating changes approved at this meeting which would require:
 - twelve members to be present to create a quorum, with no requirement as to whether those members are state agencies, cities, or towns
 - a two-thirds majority in the affirmative to pass a motion regarding the certification documents, with no requirement as to whether those members are state agencies, cities or towns (i.e. the elimination of the state agency veto power)
 - a majority to pass a vote on regular MPO business and a two-thirds vote to pass certification documents, which are the Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), amendments to those documents, and the MOU
- approve the projects for the LRTP and their funding scenario (attached to this document) as proposed by the Metropolitan Area Planning Council (MAPC), with two changes – moving the *Hanover – Route 53* project to the FFY 2016 – 2020 timeband and removing the *Belmont – Trapelo Road* project

Meeting Agenda

1. Public Comments

State Representative Carl Sciortino expressed support for the *Green Line Extension to Route 16*. He referenced a letter of support for the project that was sent to the MPO by Mayor Michael McGlynn of Medford. (See attached.)

Cindy McLain spoke in support of the *Bruce Freeman Rail Trail* project and noted that the Phase 2A and 2C design contract is being reviewed by the Federal Highway Administration (FHWA). She asked whether there would be problems accessing funding or getting FHWA to review the project if it is not included in the MPO's Long-Range Transportation Plan (LRTP). She reminded the MPO that \$1.4 million has been appropriated for design work already and expressed concern about the project losing momentum. She urged the MPO to program the project in the FFY 2016 timeband of the LRTP.

In response to her question, Anne McGahan, Plan Manager, and Pam Wolfe, Manager of Certification Activities, MPO Staff, explained that FHWA would prioritize their review of projects based on how the MPO has prioritized projects in the LRTP, and that FHWA might not be able to give final approval to the project. David Anderson, MassDOT Highway, added that FHWA typically does not take action (such as giving environmental approvals) for projects that are not programmed in the LRTP. Marc Draisen, Metropolitan Area Planning Council (MAPC), noted that he would like to hear from FHWA regarding what would be the impact on the project depending on which timeband of the LRTP it is programmed in.

Roland Bartl, Town of Acton, raised concerns about the possibility of losing access to a \$600,000 federal earmark for the *Assabet River Rail Trail* if the project is not programmed in the LRTP. (He has also sent a letter to the MPO in regard to this matter.)

Steve Dungan of Stow also advocated for maintaining design and construction funding for the *Assabet River Rail Trail* project. He noted that the Town of Stow's support for the project.

Michelle Ciccolo, Minuteman Advisory Group on Interlocal Coordination (MAGIC), expressed MAGIC's support for the *Assabet River Rail Trail*, *Bruce Freeman Rail Trail*, and *Concord/Lincoln – Route 2 (Crosby's Corner)* projects, as well as projects with a regional and multimodal focus. She stated that MAGIC will be submitting a letter to the MPO in this regard.

Alan Moore, Friends of the Community Path, voiced support for the *Community Path* project. He noted that the project is necessary for the state to meet the goals of its GreenDOT initiative and reduce greenhouse gas emissions. He asked the MPO to include the project in the LRTP and advocated for constructing the project along with the *Green Line Extension*. He noted that the MPO has received approximately 150 letters of support for the *Community Path*.

John Westerling, Town of Hopkinton, asked staff to provide information regarding federal funding levels.

2. Chair's Report – David Mohler, MassDOT

The Chair advised members to reserve time each week in July for additional Committee meetings.

3. Subcommittee Chairs' Reports

There were none.

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

There was none.

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

In response to members' requests to have access to the electronic spreadsheets that staff uses to prepare the MPO's programming documents, staff will work on a way to make those spreadsheets, or variants of them, available online or by other means.

Tom Bent, City of Somerville, requested that staff mark the revision dates on their documents.

6. Meeting Minutes – *Pam Wolfe, Manager of Certification Activities, MPO Staff*
This action item was deferred.

7. MPO Memorandum of Understanding – *David Mohler, MassDOT*

Members were provided with a matrix summarizing the votes that the MPO took at the meeting of May 26 regarding the membership of the MPO. (See attached.) Members then continued their discussion of topics raised regarding the Memorandum of Understanding (MOU), which included the expansion of MPO membership to include regional transit authorities (RTAs), Inner Core representation, quorum requirements, voting requirements, state veto power, and term limits. The discussion of these topics is summarized below.

Will the membership of the MPO be further expanded to accommodate RTAs?

At the last meeting, staff was asked to prepare data on the services RTAs provide to the Boston region. Staff prepared a chart and map showing this information. (See attached.) Sean Pfalzer, MPO staff, provided an overview.

For each RTA, staff provided information on the number of municipalities served by the RTA, service routes, population of served areas, connections to MBTA stations, total annual ridership, and ridership per capita. All RTA service routes are shown on the map except for the Merrimack Valley RTA's bus service to Boston, and the Montachusett RTA's paratransit service. Comparable data were also provided for the MBTA's services.

D. Mohler asked if route level ridership is available. P. Wolfe stated that staff could collect that information.

Staff was asked to provide information about how much money the MPO has provided to these RTAs over the past five years. Members turned to other questions while staff prepared that information.

Will the membership of the MPO be further expanded to add another member from the Inner Core?

Marc Draisen, MAPC, reported that MAPC has heard concern from the mayors of the Inner Core communities about the decisions the MPO made at the last meeting which proposed changing the make-up of the MPO's membership to include municipal representatives from each of the eight subregions. (They reached consensus by a 13-2 vote to change the membership of the MPO.) He noted that the Inner Core communities

(excluding Boston) represent about 32% of the region's population (more than the City of Boston's population), while the other subregions each represent a much smaller percentage of the population. While the City of Boston will have two seats on the MPO, the Inner Core subregion will have only one. The decision to eliminate the distinction between cities and towns in the MPO elections will also limit the representation of cities on the MPO, he said. MAPC believes that this issue needs to be redressed.

A motion to eliminate one at-large seat on the MPO and add a second seat for an Inner Core municipality (not Boston), with that member being elected by the entire MPO region and without city/town distinction, was made by M. Draisen, and seconded by L. Weiner. The motion did not carry.

During a discussion of this motion, several members advocated for increasing the Inner Core's representation on the MPO.

David Koses, City of Newton, commented that even adding one more seat would still leave the Inner Core under-represented. T. Bent added that it is a matter of fairness to increase the Inner Core's representation considering that the Inner Core contains much of the jobs in the region and a large amount of transportation infrastructure that needs to be managed.

Jim Gillooly, City of Boston, remarked upon the implications of the previous vote which would have three members representing the Inner Core while seven would represent the rest of the region. He noted that the proposed motion would increase the Inner Core representatives to four while maintaining seven representatives for the rest of the region.

L. Wiener expressed support for having more city representation on the MPO given that the MPO is supporting smart growth. She noted that the MPO's prior decision gives more voting power to rural areas and that it could result in more dispersed development. She advocated for supporting urban centers.

Several members raised other points. Dennis Giombetti, Town of Framingham, noted that nothing precludes an Inner Core community from running in an MPO election. M. Pratt, J. Westerling, and D. Koses expressed that all members should be representing the entire region. Lourenço Dantas, Massachusetts Port Authority stated that if the MPO relies on data and its criteria in selecting projects then likely Inner Core projects will score well and continue to be represented.

A motion to require that one of the at-large seats be designated for a second Inner Core member and of the remaining three at-large seats, two be held by cities and one by a town was made by L. Wiener, and seconded by Paul Regan, MBTA Advisory Board. The motion did not carry.

How many members make a quorum?

A motion to require twelve members to be present to create a quorum, with no requirement as to whether those members are state agencies, cities, or towns, was made by D. Mohler, and seconded by P. Regan. The motion carried.

Will there be a state veto?

A motion to eliminate the state agency veto power was made by D. Mohler, and seconded by J. Gillooly. The motion carried.

During a discussion of this motion, Joe Onorato, MassDOT District 4, expressed that the state should maintain veto power with regard to issues of safety, constructability, and project readiness. D. Mohler provided assurance that the state representatives will address those issues without using their veto power.

What margins will be required to pass a motion?

Under current rules, a two-thirds vote is required to pass a motion.

A motion to require a majority to pass a vote on regular MPO business and a two-thirds vote to pass certification documents, was made by M. Draisen and seconded by L. Wiener. Certification documents are the Long-Range Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, amendments to those documents, and the Memorandum of Understanding. The motion carried.

What is the length of terms for elected members? Should there be term limits?

A motion to institute a three term limit (nine years) was made by P. Regan, and seconded by Christine Stickney. The motion did not carry.

During a discussion of this motion, it was noted that the issue of term limits was raised during the public outreach regarding the MOU, and that the federal transportation agencies raised the issue during the development of the current MOU.

Several members expressed reasons for not instituting term limits. They noted that longer serving members gain a better understanding and familiarity with the subject matter the MPO deals with and that members that are willing to serve on the MPO are providing service for the whole region.

Will the membership of the MPO be further expanded to accommodate RTAs?

Members returned to the subject of RTA membership. Hayes Morrison, TIP Manager, provided a document showing the amounts of funding that the MPO has provided to RTAs in the region over the past five years.

A motion to add one seat to the MPO for an RTA which is wholly located within the MPO area (either the MetroWest RTA or the Cape Ann Transportation Authority), and to have that member be chosen by those RTAs, was made by D. Giombetti, and seconded by J. Westerling. The motion failed.

During a discussion of this motion, P. Regan expressed opposition to adding a seat for an RTA given the very small percentage of the population that they serve, and because the decision would go against the federal environmental justice guidelines that the MPO follows. M. Draisen also cited the RTA's low ridership numbers and noted that the motion would result in two votes for either the MetroWest or North Shore subregion.

A motion to release a revised MOU, incorporating the approved changes, for a second 30 day public review period, was made by D. Giombetti, and seconded by J. Westerling. The motion carried.

Staff will prepare a red-lined version showing the changes to the MOU document for the public to review.

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

At the meeting of May 26, members agreed to continue their discussion about selecting projects and programs for the Long-Range Transportation Plan (LRTP) by working with Investment Strategy #2 (as shown on Table 2A of the attached financial tables). At this meeting, however, MAPC presented another scenario. (See attached MAPC memorandum and financial table.) M. Draisen discussed the new scenario and explained that while MAPC staff adjusted project cost figures in the chart for inflation, they did not factor in earmarks.

M. Draisen inquired as to why three projects (each costing less than \$10 million) were included in the MPO staff's scenarios as opposed to other projects: the *Woburn – New Boston Street Bridge*, *Woburn – Montvale Avenue*, and the *Hanover – Route 53* projects. A. McGahan explained that those projects must be in the LRTP because they would add capacity to the system. Eric Halvorsen, MAPC, asked if there were other low-cost capacity adding projects in the Universe of Projects. A. McGahan stated that there are, but that these three were included because they were in the last LRTP, *JOURNEY TO 2030*. D. Mohler pointed out that other capacity adding projects that might be programmed during the TIP development would have to be included in the LRTP after the MPO programs projects for the TIP.

P. Regan inquired of MAPC as to why they chose to program those three regionally-significant projects in an outer timeband of the LRTP – the FFYs 2021 – 2025 timeband – rather than move the *Assabet River Rail Trail* project to an outer year instead. M. Draisen replied that MAPC staff's rationale was to try to program a mix of projects and commit to different modes.

Jim Gallagher noted that MAPC's approach leaves more funds unallocated in the LRTP, which would give the MPO the flexibility to add in more projects after programming the TIP.

P. Regan suggested that the members consider whether they are going to value programming projects that have been in the queue to receive funding or projects that are new to the MPO process. He noted that project proponents can be frustrated when the

MPO decides to discontinue programming for projects that have been in the works. D. Mohler agreed that the MPO should honor its commitments, barring funding constraints.

Roland Bartl, Town of Acton, voiced appreciation of the MAPC proposal which provides early funding for the *Assabet River Rail Trail* and *Bruce Freeman Rail Trail*. He noted that his concern is about the ability to access an earmark for design.

Members then took up the motion that was tabled at the meeting of May 26, which was to approve Strategy #2 as the approved list of projects for the LRTP.

A motion to withdraw the motion to approve Strategy #2 as the approved list of projects for the LRTP was made by D. Mohler, and seconded by P. Regan. The motion carried.

A motion to approve MAPC's funding scenario as the approved list of projects for the LRTP was made by M. Draisen, and seconded by D. Giombetti.

During a discussion of this motion, M. Draisen asked for the MPO staff's comments on this scenario. A. McGahan reminded members to leave enough money unallocated to fund a Pavement Management Program. The MPO staff will be conducting a UPWP study to estimate the cost of a Pavement Management Program.

P. Regan proposed an amendment to M. Draisen's motion, which would move four projects to different timebands of the LRTP. The amendment would move the *Assabet River Rail Trail* project from the FFYs 2016 – 2020 timeband to the FFYs 2021 – 2025 timeband, and move the *Woburn – New Boston Street Bridge*, *Woburn – Montvale Avenue*, and the *Hanover – Route 53* projects from the FFYs 2021 – 2025 timeband to the FFYs 2016 – 2020 timeband.

During a discussion of the proposed amendment, M. Draisen stated that the readiness of the Woburn and Hanover projects would be a factor in his decision to accept the amendment.

Timothy Kochan, MassDOT District 5, then provided an update on the *Hanover – Route 53* project. He stated that the project is the final phase of the improvements to Route 53 and that it is at the 25% design stage. The \$1 million project could be ready by FFY 2012 or 2013. MassDOT District 5 advocates for moving the project to the FFYs 2011 – 2015 timeband of the LRTP.

District 5 also requests the reinstatement of the *Weymouth/Duxbury – Route 3 South Improvements* project since the project is critical to addressing congestion issues.

A. McGahan noted that the Woburn projects are in the preliminary design stages.

R. Bartl spoke regarding the *Assabet River Rail Trail* project, which he stated is near the 25% design stage. He stated that this project has synergy with the MBTA's project to

upgrade the South Acton commuter rail station. He expressed concern about losing access to a federal earmark if the project moves out too far in the LRTP.

E. Halvorsen raised the possibility of addressing the *Hanover – Route 53* project in the TIP so that it could eventually move to an earlier timeband of the LRTP. A. McGahan noted that if the project were moved forward by TIP action to an earlier year of the LRTP, staff would have to rerun the model for that year of the LRTP for air quality compliance purposes. Also, the LRTP would have to be amended.

In further discussion about the *Assabet River Rail Trail*, Michelle Ciccolo asked about what the impact would be on the \$600,000 earmark if the project were programmed in a later year. D. Mohler indicated that FHWA would have to provide the definitive answer.

M. Draisen expressed concern about jeopardizing the earmark and expressed reluctance to accept the amendment to the motion. P. Regan pointed out that the earmark for the *Assabet River Rail Trail* project would pay for only \$600,000 of a \$23 million project.

D. Mohler clarified that the *Assabet River Rail Trail* project is not in danger of losing its earmark, however, if the MPO moves the project farther out, then it could affect the ability to access the earmark and thus slow the project design. R. Bartl expressed concern that Congress could rescind the earmark. D. Mohler noted that Congress is rescinding earmarks from 1998 on projects for which less than 10% has been spent. The *Assabet River Rail Trail* earmark was issued in 2005.

C. Stickney suggested that the MPO take more time to consider the MAPC proposal since members received the proposal today.

Members then discussed the timing for the LRTP. A. McGahan noted that the MPO originally planned to vote on a list of projects by May 19. The MPO is currently two weeks behind schedule. D. Mohler stated that a further delay would affect the projects in the next TIP.

P. Regan withdrew his amendment in light of a new amendment proposed by M. Draisen.

A motion to amend the original motion (to approve MAPC's funding scenario as the approved list of projects for the LRTP) by moving the *Hanover – Route 53* project to the FFY 2016 – 2020 timeband and to remove the *Belmont – Trapelo Road* project from that timeband, was made by M. Draisen, and seconded by P. Regan.

During a discussion of this amended motion, M. Draisen explained that the *Trapelo Road* project could be addressed in the TIP development, since it does not have to be in the LRTP for modeling purposes (it must be listed in the LRTP because it costs more than \$10 million).

T. Bent asked if the *Community Path* project could be programmed in two phases, each costing under \$10 million, so that it would not have to be programmed in the LRTP, but

only the TIP. D. Mohler advised against such action because the project is being designed as a one phase project.

J. Gillooly asked for assurance that the MPO could still program projects costing over \$10 million, but with no air quality impacts, in the TIP and then amend those projects into the LRTP at a later date. D. Mohler provided that assurance.

M. Pratt expressed opposition to MAPC's proposal to move the *Braintree – I-93/Route 3 (Braintree Split)* project to outer years of the LRTP, the FFY 2031 – 2035 timeband. She expressed that the trail projects should be moved to the outer years instead. E. Halvorsen explained that the decision had to do with the readiness of the *Braintree Split* project.

D. Mohler expressed that the *Canton – I-95/I-93 Interchange* project should be moved to an earlier year in the LRTP, but that he would vote yes on the motion.

C. Stickney stated that she would vote against the motion because members have unanswered questions about projects on the list and because they were presented with this new scenario just today.

A motion to table M. Draisen's motion was made by C. Stickney, and seconded by D. Mohler. The motion did not carry.

Members then addressed M. Draisen's motion to approve MAPC's funding scenario as the approved list of projects for the LRTP with two changes – moving the *Hanover – Route 53* project to the FFY 2016 – 2020 timeband and removing the *Belmont – Trapelo Road* project from that timeband. The motion carried.

9. Members Items

J. Romano announced that the *I-93 Fast 14 Bridge* replacement project is underway with bridge replacements starting this weekend.

D. Mohler announced that the UPWP subcommittee meeting will be postponed until next week.

10. Adjourn

A motion to adjourn was made by P. Regan and seconded by J. Romano. The motion carried.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, June 2, 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
Marc Draisen
Eric Halvorsen
Lourenço Dantas
Joe Cosgrove
Paul Regan
Laura Wiener
Steve Olanoff
Richard Reed
Christine Stickney
Dennis Giombetti
Mary Pratt
John Westerling

MPO Staff/CTPS

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

Other Attendees

Lynn Ahlgren
Roland Bartl
Will Brownsberger
Michelle Ciccolo
Steve Dungan
Jim Gallagher
Brian Kane
Timothy Kochan
Rafael Mares
Robert McGaw
Cindy McLain
Alan Moore
Joe Onorato
Tom O'Rourke

Mary Anne Padien

Jonah Petri
Karen Pearson

MetroWest RTA
Town of Acton
State Representative
Town of Hudson
Stow Rail Trail

MBTA Advisory Board
MassDOT District 5
Conservation Law Foundation
Town of Belmont

Friends of the Community Path
MassDOT District 4
Neponset Valley Chamber of
Commerce
Office of State Senator Karen
Spilka
Somerville resident
MassDOT

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| Leah Robins | Office of State Representative Carolyn Dykema |
| Carl Sciortino | State Representative |
| Sheri Warrington | Office of State Senator Thomas McGee |
| Lynn Weissman | Friends of the Community Path |
| Wig Zamore | Somerville Transportation Equity Partnership / Mystic View Task Force |



MEMORANDUM

TO: BOSTON REGION MPO TPPC
FROM: MARC DRAISEN AND ERIC HALVORSEN, MAPC
SUBJECT: REGIONAL TRANSPORTATION PLAN FUNDING SCENARIOS
DATE: JUNE 2, 2011

After tabling the discussion of the RTP funding scenarios last Thursday, MAPC took a second look at the different options presented to the MPO. The existing "Scenario 1" is essentially a continuation of the past funding strategy from the "Journey to 2030" regional plan with few changes. This scenario presents the MPO with funding constraints in the 2016-2020 time band, and potentially utilizes upwards of 85% of the available programmable funding in that period. In our opinion, this is unacceptable and would reduce the ability of the Transportation Improvement Program (TIP) to fund other valuable transportation projects in our region.

"Scenario 2," which presents transportation investments based on the regional needs assessment completed by CTPS, outlines a number of major regional transportation projects over the 25 year time horizon. This scenario, while programming less funding in each time band, does not include some of the key projects in our region that many MPO members have supported throughout this planning process.

MAPC would like to suggest for discussion a hybrid scenario that utilizes the project list from Scenario 1 but attempts to maintain 30%-40% of the funding in each time band as unassigned to be used for projects not listed in the RTP. We recognize the importance of key regional projects like the I-93/I-95 interchanges in Canton and Woburn, but feel there should also be a balance of projects which address local congestion and safety issues, create multi-modal travel options, and enhance opportunities for smart growth and transit-oriented development.

The attached spreadsheet outlines a possible funding scenario which reallocates projects among the five different time bands and maintains at least 30% unassigned funding in each band. To accomplish this, a number of projects were shifted to a new time band including:

- Swapping the two interchange projects (I-93/I-95), prioritizing the Canton interchange by placing it in the 2021-2025 time band and moving the Woburn interchange to 2026-2030.
- Moving the I-95/Dedham St. Ramp project into 2021-2025 so it is completed at the same time as the Canton interchange project.
- Moving the Route 3/Braintree Split project out to 2031-2035, based on its readiness.
- Moving the Route 1 add-a-lane project to 2031-2035, based on its readiness.

Within the spreadsheet, there are a number of projects identified as those that either could be moved to the 2031-2035 time band, or removed from the plan and potentially funded through the TIP process because of their lower overall cost and regional impact. Although they may all be

meritorious, some of these projects might be too small for inclusion in the RTP. These projects include:

- Route 53 in Hanover
- New Boston Street Bridge in Woburn
- Montvale Avenue in Woburn

Finally, the Trapelo Road project in Belmont has been identified as the highest scoring TIP project in the staff recommendations for the 2012-2015 TIP. In our opinion, it should be removed from the plan and amended back in at a later date should the MPO decide to fund the project in this year's TIP.

We recognize that this proposal would delay many worthy projects beyond a reasonable time period. However, it should be obvious to everyone that the Commonwealth's resources are inadequate to accommodate all worthy projects. Additional revenue is needed for projects that are critical to safety, economic competitiveness, and sustainable growth. But, until Congress and the Legislature agree to provide such resources, the MPO must live within its means. MAPC believes this proposal may provide the least painful way to do so, while addressing some of the concerns MPO members have expressed in recent weeks. We look forward to working with the members to determine the best course of action for funding the future of our transportation system.

| Project | Town | Investment Category | Current Cost (2011) | 2011-2015 | 2016-2020 | 2021-2025 | 2026-2030 | 2031-2035 |
|---|--|-------------------------|---------------------|---------------|---------------|---------------|---------------|---------------|
| Route 128 Improvement Program | Randolph to Wellesley | Expansion - Roadway | \$167,700,000 | \$142,700,000 | \$25,000,000 | | | |
| Crosby's Corner | Concord and Lincoln | Modernization - Roadway | \$68,189,830 | \$68,189,830 | | | | |
| Route 18 | Weymouth | Expansion - Roadway | \$31,349,250 | \$16,767,211 | | | | |
| Sullivan Square/Rutherford Avenue | Boston | Modernization - Roadway | \$71,000,000 | | \$78,053,446 | | | |
| Needham Street/Highland Avenue | Newton and Needham | Modernization - Roadway | \$18,400,000 | | | \$29,460,000 | | |
| Route 126/Route 135 Grade Separation | Framingham | Modernization - Roadway | \$58,500,000 | | | | \$113,950,000 | |
| Trapelo Road | Belmont | Modernization - Roadway | \$14,591,678 | | \$19,201,653 | | | |
| I-93/Route 3 (Braintree Split) | Braintree | Expansion - Roadway | \$36,000,000 | | | | | \$54,602,929 |
| | | Modernization - Roadway | | | | | | \$30,714,148 |
| I-95/I-93 Interchange | Canton | Expansion - Roadway | \$235,500,000 | | | \$139,505,943 | | |
| | | Modernization - Roadway | | | | \$237,537,145 | | |
| I-93/I-95 Interchange | Woburn, Reading, Stoneham, and Wakefield | Expansion - Roadway | \$297,000,000 | | | | \$69,423,237 | |
| | | Modernization - Roadway | | | | | \$509,103,735 | |
| I-95 Northbound/Dedham St. Ramp/Dedham St. Corridor | Canton | Expansion - Roadway | \$35,000,000 | | | \$56,036,127 | | |
| Middlesex Turnpike Phase III. | Bedford, Billerica, Burlington | Expansion - Roadway | \$20,800,000 | | \$27,371,000 | | | |
| Route 1 add-a-lane | Malden, Revere, Saugus | Expansion - Roadway | \$100,000,000 | | | | | \$236,991,879 |
| Route 53 | Hanover | Expansion - Roadway | \$1,000,000 | | | \$1,601,032 | | |
| New Boston Street Bridge | Woburn | Expansion - Roadway | \$4,900,000 | | | \$7,845,058 | | |
| Montvale Avenue | Woburn | Expansion - Roadway | \$3,700,000 | | | \$5,923,819 | | |
| Bridge Street | Salem | Expansion - Roadway | \$10,800,000 | | \$14,212,000 | | | |
| Assabet River Rail Trail | Hudson to Acton | Expansion - Bike/Ped | \$18,100,000 | | \$23,818,365 | | | |
| Bruce Freeman Rail Trail | Acton, Concord | Expansion - Bike/Ped | \$18,700,000 | | | \$29,939,000 | | |
| Green Line Extension College Ave to Rt 16 | MBTA | Expansion - Transit | \$140,608,000 | | \$185,031,000 | | | |
| Clean Air Mobility Program | Regionwide | Clean Air and Mobility | \$2,000,000/yr | \$10,000,000 | \$10,936,820 | \$12,678,772 | \$14,698,171 | |

*Projects which were moved to new time bands were adjusted for the 4% inflationary rate

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| Programmed Highway Discretionary and Major Infrastructure Funding |
| Unassigned Highway Discretionary and Major Infrastructure Funding |
| Total Highway Discretionary and Major Infrastructure Funding |
| Major Infrastructure Funding |
| Discretionary Minus Major Infrastructure Funding |

| | | | | |
|---------------|---------------|---------------|-----------------|-----------------|
| \$237,657,041 | \$383,624,284 | \$520,526,896 | \$707,175,143 | \$322,308,956 |
| \$137,942,959 | \$185,965,716 | \$295,083,104 | \$311,264,857 | \$858,351,044 |
| \$375,600,000 | \$569,590,000 | \$815,610,000 | \$1,018,440,000 | \$1,180,660,000 |
| \$69,930,000 | \$93,990,000 | \$141,990,000 | \$173,490,000 | Unknown |
| \$68,012,959 | \$91,975,716 | \$153,093,104 | \$137,774,857 | Unknown |

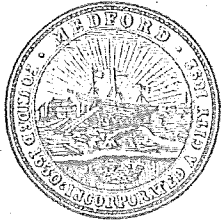
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| Percentage of Programmed Highway Discretionary and Major Infrastructure Funding |
| Percentage of Unassigned Highway Discretionary and Major Infrastructure Funding |

| | | | | |
|-----|-----|-----|-----|-----|
| 63% | 67% | 64% | 69% | 27% |
| 37% | 33% | 36% | 31% | 73% |

Projects moved to another time band

Projects to be removed from RTP; candidates for TIP

Projects moved to another time band or could be removed from RTP; candidates for TIP



City of Medford

Office of The Mayor

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MICHAEL J. MCGLYNN
MAYOR

FAX (781) 393-2514
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June 1, 2011

David Mohler, Chairman
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, Massachusetts 02116-3968

Subject: Long Range Transportation Plan and the Green Line Extension

Dear Mr. Mohler:

Please accept this comment letter on the proposed alternatives for the Long Range Transportation Plan. The City of Medford continues to lead by example in its support of public transportation and transit oriented development while improving air quality. When the Romney Administration proposed substituting other projects for the Green Line, I argued for the project to move ahead and proposed that the project terminus be studied to Mystic Valley Parkway. I have been requesting for several years that the State define its proposed extension of the Green Line, analyze possible impacts, identify transit development opportunities while creating a plan to protect and preserve our residential neighborhoods.

Adequate technical information, minimizing property takings and impacts and identifying where growth should happen and where it should be controlled are beginning to progress as the State has funded the MAPC Land Use Study. The public planning process has been necessary to receive public input and achieve consensus. It is premature for the State to eliminate funding without the study being completed and findings reported to the City.

It has been the vision of this Administration to support the preservation of residential neighborhoods in the Hillside while identifying opportunities for the expansion of our commercial tax base and the creation of jobs. The Walkling Court housing development could benefit from a public/private partnership to improve living conditions for our seniors while providing a mix of uses. Similarly, the redevelopment of the Whole Food's property should be evaluated to explore mixed use transit oriented opportunities.

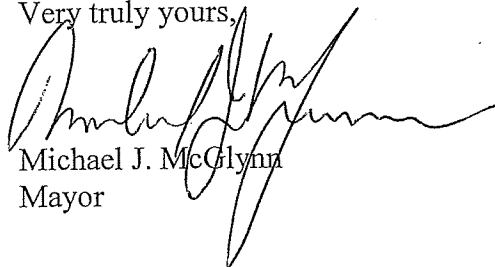


Mr. Mohler
Page 2

The City and the Patrick Administration have made great strides in working together in a way that not only improves public transit and air quality but also improves the quality of life in our neighborhoods.

It is premature to eliminate the funding opportunities of the extension of the Green Line to Mystic Valley Parkway by allocating funds to other projects in the Long Range Transportation Plan. Do not preclude opportunities for improved mobility, growth and expansion of the City's tax base at this stage. I appreciate your consideration of these comments.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael J. McGlynn", written over the typed name and title.

Michael J. McGlynn
Mayor

Attachment

cc: Senator Patricia Jehlen
Representative Paul Donato
Representative Sean Garballey
Representative Carl M. Sciortino, Jr.
Marc Draisen, Executive Director, MAPC

May 31, 2011

Status of Issues for Boston Region MPO Memorandum of Understanding

Items of agreement or decision

| Motions – 5-26-11 Meeting | Carried or Consensus | Decision |
|---|----------------------------------|---|
| <i>Original Motion</i> | | |
| Approve the MassDOT proposal, including eliminate TPPC and make RTAC a voting MPO member (<i>MassDOT</i>) | Carried, but no consensus | <ul style="list-style-type: none"> -Have 8 elected municipal members, 1 from each MAPC Subregion, elected by their respective Subregions -Have 4 at-large elected municipal members; 2 cities/2 towns -Add another seat for Boston -Eliminate the TPPC -Make RTAC a voting member of the MPO |
| <i>Proposed Amendments</i> | | |
| All elected municipal members (including Subregional members) are elected by 101 municipalities (<i>Bedford</i>) | Did not carry | |
| <ul style="list-style-type: none"> -Combine some Subregions into new MPO Subregions for elected municipal members (for more balance on population): North, West, South, Inner Core -North, West, and South have 1 representative; Inner Core has 2 -Boston has 1 seat -Reduce number of at-large elected municipal members to 2 (w-city/town) (<i>RTAC</i>) | Did not carry | |

| Motions – 5-26-11 Meeting | Carried or Consensus | Decision |
|---|--------------------------------|---|
| Approve RTAC amendment, except that Boston has 2 seats and there are 3 at-large elected municipal members (no-city/town) (<i>Somerville</i>) | Did not carry | |
| Approve the MassDOT proposal (including RTAC membership) with changes: -Elected municipal members are elected by the 101 -No permanent members can run for an elected seat -City/town distinction for at-large (<i>MAPC</i>) | Carried & consensus | -Have 8 elected municipal members, 1 from each MAPC Subregion, elected by the 101 -Have 4 at-large elected municipal members; 2 cities/2 towns -Add another seat for Boston -No permanent member can run for an elected seat -Eliminate the TPPC -Make RTAC a voting member of the MPO |
| MPO will review the MOU annually (<i>MassDOT</i>) | Carried & consensus | The MPO will review the MOU each year (revised from the 5/12 consensus for a biennial review) |
| Add an additional seat for an RTA (<i>Hopkinton</i>) | Tabled | |
| Add 2 state legislators (1 Senator, 1 Representative) (<i>MassDOT</i>) | Did not carry | |
| | | |
| | | |
| Questions – 5/12/11 Meeting | | Agreement |
| Should there be requirements for advance posting of materials prior to discussions at meetings? | Consensus | All materials related to action items will be posted on the MPO website at least 48 hours in advance unless waived by unanimous consent of the TPPC. |
| Should the TPPC meet quarterly outside of Boston? | Carried & consensus | The Transportation Planning and Programming Committee will meet quarterly outside of Boston. |
| | | |

| Questions – 5/12/11 Meeting | | Agreement |
|---|-----------|---|
| Should the MOU reflect a response to the concerns raised about the process for this MOU Update? | Consensus | The MOU will be opened up for updating every two years. This update will be given robust public outreach to stimulate discussion region-wide. |
| Should the MPO consider geographic equity when approving all certification documents? | Consensus | The MPO will consider geographic equity a goal when approving all certification documents. This means that after other factors, such as need, are used in evaluating and selecting projects, a final view toward geographic balance and fairness over the span of the document will be applied. |
| | | |

Items undecided

| Question | | |
|--|--|--|
| | | |
| Add another MPO member (s): RTAs? Inner Core (considering population, employment, and amount of infrastructure)? | | |
| | | |
| Voting rules: Quorum? State veto? Margin to pass? Margin for certification documents? | | |
| | | |
| Should there be term limits for the elected municipal members? What is the length of terms? | | |
| | | |

Regional Transit Authorities that Operate in and Abut the Boston Region MPO

| RTA | MPO Municipalities within RTA Area | Total Municipalities within RTA Area | Population of All Municipalities within RTA Area (2000 Census) | RTA Routes within MPO Municipalities | Connections to MBTA Stations | Total Annual RTA Ridership | RTA Ridership per Capita |
|--|------------------------------------|--------------------------------------|--|---|---|----------------------------|--------------------------|
| Brockton Area Transit (BAT) | 2 | 9 | 221,475 | Route 14 Rockland | Ashmont Station - Route 12 Montello Station - Route 10 & 11 Campello Station - Route 8 | 2,880,800 | 13.0 |
| Cape Ann Transit Authority (CATA) | 4 | 4 | 46,000 | All | Rockport Station - Blue Gloucester Station - Orange West Gloucester Station - Purple | 277,600 | 6.0 |
| Greater Attleboro Taunton Regional Transit Authority (GATRA) | 9 | 26 | 98,175 | Bellingham "T" Medway "T" Franklin Area Bus Pembroke SAIL Bus Routes | Forge Park Station - Bellingham Shuttle Norfolk Station - Medway "T" Hanson Station - Pembroke Kingston Station - SAIL Mansfield Station Attleboro Station | 935,100 | 9.5 |
| Lowell Regional Transit Authority (LRTA) | 3 | 13 | 320,301 | Route 12 Route 14 | Wilmington Station - Route 12 North Billerica - Route 3 & 13 | 1,404,700 | 4.4 |
| Merrimack Valley Regional Transit Authority (MVRTA) | 0 | 15 | 306,339 | Boston Commuter Bus | Haverhill Station - Route 1, 16, 73 & 83 Andover Station - Route 21 & 32 Lawrence Station - Route 39A | 2,210,700 | 7.2 |
| MetroWest Regional Transit Authority (MWRTA) | 11 | 11 | 231,198 | All | Framingham Station - Route 7 West Natick Station - Route 10 & 11 Natick Center Station - Route 10 & 11 Woodland Station - Route 1 | 419,556* | 1.8 |
| Montachusett Regional Transit Authority (MART) | 4 | 21 | 193,415 | Paratransit Service only | Fitchburg Station North Leominster Station | 884,600 | 4.6 |
| Worcester Regional Transit Authority (WRTA) | 0 | 36 | 524,725 | N/A | Worcester Station | 3,362,400 | 6.4 |
| Massachusetts Bay Transportation Authority (MBTA) | 98 | 175 | 4,663,565 | 9 Rapid Transit Lines 14 Commuter Rail Lines 191 Bus Routes 11 Contracted Bus Routes 3 Ferry Services | 144 Rapid Transit Stations 135 Commuter Rail Stations 6 Ferry Terminals | 380,178,202 | 81.5 |

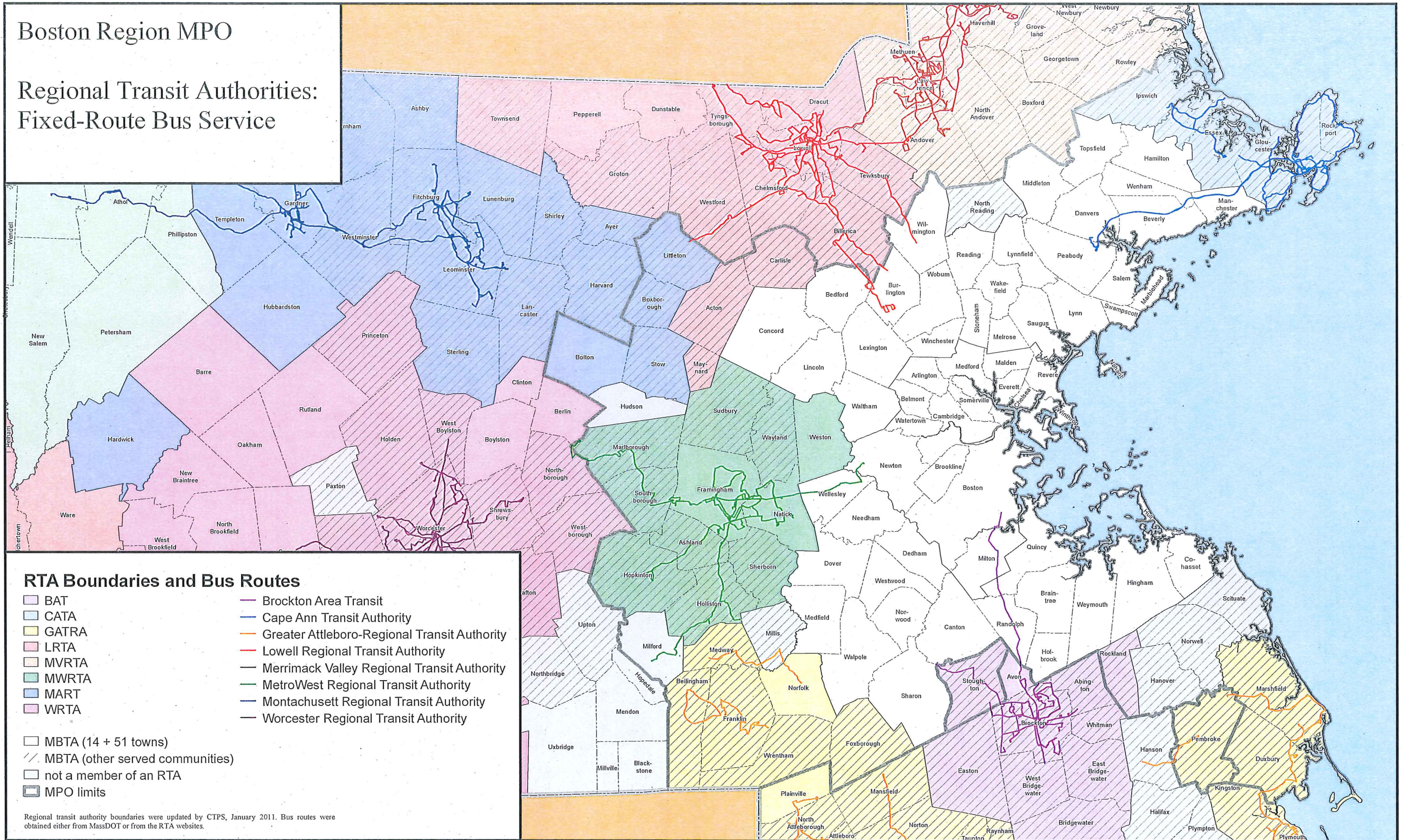
*Staff updated RTA Scorecard ridership numbers for MWRTA since they did not take over operation of The Ride in Framingham and Natick until fiscal year 2010.

Sources:

MassDOT Rail and Transit Division RTA Scorecard (December, 2009)
MBTA Ridership and Service Statistics ("The Blue Book"), 2009 Edition

Boston Region MPO

Regional Transit Authorities: Fixed-Route Bus Service



RTA Boundaries and Bus Routes

- | | |
|--|--|
| <ul style="list-style-type: none"> BAT CATA GATRA LRTA MVRTA MWRTA MART WRTA | <ul style="list-style-type: none"> Brockton Area Transit Cape Ann Transit Authority Greater Attleboro-Regional Transit Authority Lowell Regional Transit Authority Merrimack Valley Regional Transit Authority MetroWest Regional Transit Authority Montachusett Regional Transit Authority Worcester Regional Transit Authority |
|--|--|

- MBTA (14 + 51 towns)
- MBTA (other served communities)
- not a member of an RTA
- MPO limits

Regional transit authority boundaries were updated by CTPS, January 2011. Bus routes were obtained either from MassDOT or from the RTA websites.

TABLE 1a: Programmed Highway Discretionary and Major Infrastructure Funding - Strategy 1 "Current Approach"

----- WORKING DRAFT -----

| Project | Town | Investment Category | Current Cost (2011) | 2011-2015 | 2016-2020 | 2021-2025 | 2026-2030 | 2031-2035 | MPO Funding | *Non-MPO Funding |
|---|--|-------------------------|----------------------|---------------|---------------|---------------|---------------|-----------|---------------|------------------|
| Route 128 Improvement Program | Randolph to Wellesley | Expansion - Roadway | \$167,700,000 | \$142,700,000 | \$25,000,000 | | | | \$167,700,000 | |
| Crosby's Corner | Concord and Lincoln | Modernization - Roadway | \$68,189,830 | \$68,189,830 | | | | | \$68,189,830 | |
| *Route 18 | Weymouth | Expansion - Roadway | \$31,349,250 | \$16,767,211 | | | | | \$16,767,211 | \$14,582,039 |
| *Sullivan Square/Rutherford Avenue | Boston | Modernization - Roadway | \$71,000,000 | | \$78,053,446 | | | | \$78,053,446 | \$15,377,710 |
| Needham Street/Highland Avenue | Newton and Needham | Modernization - Roadway | \$18,400,000 | | | \$29,460,000 | | | \$29,460,000 | |
| Route 126/Route 135 Grade Separation | Framingham | Modernization - Roadway | \$58,500,000 | | | | \$113,950,000 | | \$113,950,000 | |
| Trapelo Road | Belmont | Modernization - Roadway | \$14,591,678 | | \$19,201,653 | | | | \$19,201,653 | |
| I-93/Route 3 Interchange (Braintree Split) | Braintree | Expansion - Roadway | \$36,000,000 | | \$30,508,856 | | | | \$47,374,000 | |
| | | Modernization - Roadway | | | \$16,865,144 | | | | | |
| I-95/I-93 Interchange | Canton | Expansion - Roadway | \$235,500,000 | | | | \$169,730,470 | | \$458,731,000 | |
| | | Modernization - Roadway | | | | | \$289,000,530 | | | |
| I-93/I-95 Interchange | Woburn, Reading, Stoneham, and Wakefield | Expansion - Roadway | \$297,000,000 | | | \$57,060,840 | | | \$475,507,000 | |
| | | Modernization - Roadway | | | | \$418,446,160 | | | | |
| I-95 Northbound/Dedham St. Ramp/Dedham St. Corridor | Canton | Expansion - Roadway | \$35,000,000 | | \$46,057,612 | | | | \$46,057,612 | |
| Middlesex Turnpike Phase III | Bedford, Billerica, Burlington | Expansion - Roadway | \$20,800,000 | | \$27,371,000 | | | | \$27,371,000 | |
| Route 1 add-a-lane | Malden, Revere, Saugus | Expansion - Roadway | \$100,000,000 | | | | \$194,790,000 | | \$194,790,000 | |
| Route 53 | Hanover | Expansion - Roadway | \$1,000,000 | | \$1,316,000 | | | | \$1,316,000 | |
| New Boston Street Bridge | Woburn | Expansion - Roadway | \$4,900,000 | | \$6,448,066 | | | | \$6,448,066 | |
| Montvale Avenue | Woburn | Expansion - Roadway | \$3,700,000 | | \$4,870,000 | | | | \$4,870,000 | |
| Bridge Street | Salem | Expansion - Roadway | \$10,800,000 | | \$14,212,000 | | | | \$14,212,000 | |
| Assabet River Rail Trail | Hudson to Acton | Expansion - Bike/Ped | \$18,100,000 | | \$23,818,365 | | | | \$23,818,365 | |
| Bruce Freeman Rail Trail | Acton, Concord | Expansion - Bike/Ped | \$18,700,000 | | | \$29,939,000 | | | \$29,939,000 | |
| Green Line Extension College Ave to Route 16 | MBTA | Expansion - Transit | \$140,608,000 | | \$185,031,000 | | | | \$185,031,000 | |
| Conley Haul Road | Boston | Expansion - Roadway | \$25,000,000 | | | | | | \$0 | \$25,000,000 |
| Clean Air and Mobility Program | Regionwide | Clean Air and Mobility | \$2,000,000 per year | \$10,000,000 | \$10,936,820 | \$12,678,772 | \$14,698,171 | | \$48,313,763 | |

| |
|---|
| Programmed Highway Discretionary and Major Infrastructure Funding |
| Unassigned Highway Discretionary and Major Infrastructure Funding |
| Total Highway Discretionary and Major Infrastructure Funding |

| | | | | | |
|---------------|---------------|---------------|-----------------|-----------------|-----------------|
| \$237,657,041 | \$489,689,962 | \$547,584,772 | \$782,169,171 | \$0 | \$2,057,100,946 |
| \$137,942,959 | \$79,900,038 | \$268,025,228 | \$236,270,829 | \$0 | \$722,139,054 |
| \$375,600,000 | \$569,590,000 | \$815,610,000 | \$1,018,440,000 | \$1,180,660,000 | \$2,779,240,000 |

| |
|---|
| Percentage of Programmed Highway Discretionary and Major Infrastructure Funding |
| Percentage of Unassigned Highway Discretionary and Major Infrastructure Funding |

| | | | | | |
|-----|-----|-----|-----|--|-----|
| 63% | 86% | 67% | 77% | | 74% |
| 37% | 14% | 33% | 23% | | 26% |

| |
|--|
| Modernization - Roadway Funding Programmed |
| Expansion - Roadway Funding Programmed |
| Expansion - Bike/Ped Funding Programmed |
| Expansion - Transit Funding Programmed |
| Clean Air and Mobility Funding Programmed |

| | | | | | | |
|---------------|---------------|---------------|---------------|-----|-----------------|-----|
| \$68,189,830 | \$114,120,243 | \$447,906,160 | \$402,950,530 | \$0 | \$1,033,166,763 | 50% |
| \$159,467,211 | \$155,783,534 | \$57,060,840 | \$364,520,470 | \$0 | \$736,832,055 | 36% |
| \$0 | \$23,818,365 | \$29,939,000 | \$0 | \$0 | \$53,757,365 | 3% |
| \$0 | \$185,031,000 | \$0 | \$0 | \$0 | \$185,031,000 | 9% |
| \$10,000,000 | \$10,936,820 | \$12,678,772 | \$14,698,171 | \$0 | \$48,313,763 | 2% |

TABLE 2a: Programmed Highway Discretionary and Major Infrastructure Funding - Strategy 2 "Regional Needs-Based Focus"

----- WORKING DRAFT -----

| Project | Town | Investment Category | Current Cost (2011) | 2011-2015 | 2016-2020 | 2021-2025 | 2026-2030 | 2031-2035 | MPO Funding | *Non-MPO Funding |
|---|--|-------------------------|----------------------|---------------|--------------|---------------|---------------|-----------|---------------|------------------|
| Route 128 Improvement Program | Randolph to Wellesley | Expansion - Roadway | \$167,700,000 | \$142,700,000 | \$25,000,000 | | | | \$167,700,000 | |
| Crosby's Corner | Concord and Lincoln | Modernization - Roadway | \$68,189,830 | \$68,189,830 | | | | | \$68,189,830 | |
| *Route 18 | Weymouth | Expansion - Roadway | \$31,349,250 | \$16,767,211 | | | | | \$16,767,211 | \$14,582,039 |
| I-93/Route 3 Interchange (Braintree Split) | Braintree | Expansion - Roadway | \$36,000,000 | | \$30,508,856 | | | | \$47,374,000 | |
| | | Modernization - Roadway | | | \$16,865,144 | | | | | |
| I-95/I-93 Interchange | Canton | Expansion - Roadway | \$235,500,000 | | | | \$169,730,470 | | \$458,731,000 | |
| | | Modernization - Roadway | | | | | \$289,000,530 | | | |
| I-93/I-95 Interchange | Woburn, Reading, Stoneham, and Wakefield | Expansion - Roadway | \$297,000,000 | | | \$57,060,840 | | | \$475,507,000 | |
| | | Modernization - Roadway | | | | \$418,446,160 | | | | |
| I-95 Northbound/Dedham St. Ramp/Dedham St. Corridor | Canton | Expansion - Roadway | \$35,000,000 | | \$46,057,612 | | | | \$46,057,612 | |
| Route 1 add-a-lane | Malden, Revere, Saugus | Expansion - Roadway | \$100,000,000 | | | | \$194,790,000 | | \$194,790,000 | |
| I-495/I-290/Route 85 Interchange | Marlborough and Hudson | Expansion - Roadway | \$37,400,000 | | \$9,843,170 | | | | \$49,215,849 | |
| | | Modernization - Roadway | | | \$39,372,679 | | | | | |
| Clean Air and Mobility Program | Regionwide | Clean Air and Mobility | \$2,000,000 per year | \$10,000,000 | \$10,936,820 | \$12,678,772 | \$14,698,171 | | \$48,313,763 | |
| Isolated Intersection Improvement Program | Regionwide | Modernization - Roadway | \$2,000,000 per year | | \$10,936,820 | \$12,678,772 | \$14,698,171 | | \$38,313,763 | |
| Conley Haul Road | Boston | Expansion - Roadway | \$25,000,000 | | | | | | \$0 | \$25,000,000 |

| |
|---|
| Programmed Highway Discretionary and Major Infrastructure Funding |
| Unassigned Highway Discretionary and Major Infrastructure Funding |
| Total Highway Discretionary and Major Infrastructure Funding |

| | | | | | |
|---------------|---------------|---------------|-----------------|-----------------|-----------------|
| \$237,657,041 | \$189,521,100 | \$500,864,543 | \$682,917,342 | \$0 | \$1,610,960,027 |
| \$137,942,959 | \$380,068,900 | \$314,745,457 | \$335,522,658 | \$0 | \$1,168,279,973 |
| \$375,600,000 | \$569,590,000 | \$815,610,000 | \$1,018,440,000 | \$1,180,660,000 | \$2,779,240,000 |

| |
|---|
| Percentage of Programmed Highway Discretionary and Major Infrastructure Funding |
| Percentage of Unassigned Highway Discretionary and Major Infrastructure Funding |

| | | | | | |
|-----|-----|-----|-----|--|-----|
| 63% | 33% | 61% | 67% | | 58% |
| 37% | 67% | 39% | 33% | | 42% |

| |
|--|
| Modernization - Roadway Funding Programmed |
| Expansion - Roadway Funding Programmed |
| Expansion - Bike/Ped Funding Programmed |
| Expansion - Transit Funding Programmed |
| Clean Air and Mobility Funding Programmed |

| | | | | | | |
|---------------|---------------|---------------|---------------|-----|---------------|-----|
| \$68,189,830 | \$67,174,643 | \$431,124,932 | \$303,698,701 | \$0 | \$870,188,105 | 54% |
| \$159,467,211 | \$111,409,638 | \$57,060,840 | \$364,520,470 | \$0 | \$692,458,159 | 43% |
| \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | 0% |
| \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | 0% |
| \$10,000,000 | \$10,936,820 | \$12,678,772 | \$14,698,171 | \$0 | \$48,313,763 | 3% |