

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

November 18, 2010 Meeting

10:00 AM – 12:30 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 voted to take the following action:

- approve the minutes of the meeting of October 21

Meeting Agenda

1. Public Comments

Ipswich – Route 1A/Route 133

Kevin McHugh, Coneco Engineers and Scientists, spoke in support of the *Ipswich – Route 1A/Route 133* project. He described the project as a regional project that would reconstruct the roadway in downtown Ipswich, improve drainage, improve access for pedestrians and bicyclists, and make accessibility (ADA) upgrades. The project proponents have addressed MassDOT's comments on the project's 25% design.

Quincy – Adams Green

Kristina Johnson, City of Quincy, spoke in support of the *Quincy – Adams Green* project (see attached handout with project description). The project would create a public space in downtown Quincy in a historic area where two U.S. presidents and their wives are buried. The city has received a Transit Oriented Development grant from the Commonwealth for this project. More information about the project is available on the city's website.

The *Adams Green* project design is included in Draft Amendment One of the federal fiscal year (FFY) 2011 element of the FFYs 2011-14 Transportation Improvement Program (TIP). If the amendment is approved, the city will be able to access design funds for the project. The project has an earmark that was reprogrammed from the *Quincy – Quincy Center Concourse* project, which is now being funded with American Recovery and Reinvestment Act (ARRA) dollars. The city presented the *Adams Green* project to the MPO at the 2010 Municipal TIP Input Day.

In response to a question from D. Mohler, K. Johnson confirmed that the city is requesting \$1 million for the design phase of the project. D. Mohler asked her to provide to the MPO a copy of a letter from the Federal Highway Administration (FHWA) that authorizes the reprogramming of the earmark.

2. Chair's Report – David Mohler, MassDOT

Arnie Soolman, Director of Central Transportation Planning Staff (CTPS), announced that he is retiring after having worked 35 years at CTPS. He has been the Director of CTPS for 29 years. He is retiring at the end of December. Karl Quackenbush, Deputy Technical Director of CTPS, will be appointed as Interim Director of CTPS. D. Mohler, Marc Draisen, Metropolitan Area Planning Council, and Paul Regan, MBTA Advisory Board (the MPO's chair, vice chair, and head of the Administrative and Finance Subcommittee, respectively), will develop a process for conducting a search for a new director and bring their ideas to the MPO for approval.

Following that announcement, D. Mohler reported the following items:

The MPO has a new process for distributing materials for its regular meetings that is designed to reduce paper usage and mailing costs. Members will receive their materials in e-mail format only, unless they specifically request that a printed copy be mailed to them. Members will be given printed copies at meetings unless they choose to save more paper and bring the materials they received in their e-mail. The MPO will continue to make meeting materials available to the public on the MPO's website and at meetings.

The Boston Region MPO staff met with the staff of other MPOs in the northern area of the Boston Urbanized Area (UZA) to discuss information sharing and areas in which the MPOs might collaborate. In mid-December, the staff will have a meeting with staff of MPOs in the southern area of the Boston UZA.

A copy of a letter from FHWA and Federal Transit Administration (FTA) to MassDOT approving the Massachusetts FFY 2011 Unified Planning Work Programs, including the Boston Region's, was distributed. (See attached letter.)

Mary Beth Mello has been appointed as Region I Administrator of FTA. Rick Marquis is now the Acting Administrator for FHWA. The former FHWA Administrator, Lucy Garliauskas, has joined the planning department for the U.S. Department of Transportation.

3. Subcommittee Chairs' Reports

Eric Bourassa, Metropolitan Area Planning Council (MAPC), reminded the Committee about the schedule for the MPO's Clean Air and Mobility Program. The schedule is posted on the MPO's website and has been distributed to the subregions.

David Koses, City of Newton, asked for an update on the Clean Air and Mobility Program contracts from last year. E. Bourassa stated that MassDOT is working with FTA on the approvals. The funds are not in jeopardy of lapsing.

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

The Advisory Council met on November 10. The Massachusetts Motor Transportation Association gave a briefing on truck restrictions in the Boston region, and MAPC gave a report on the MPO's Pedestrian Transportation Plan. The Council also discussed the proposed amendment to the TIP and agreed to support it. The next meeting will include a presentation on the TIP spending report.

5. Director's Report – *Arnie Soolman, Director, Central Transportation Planning Staff*
There was none.

6. Meeting Minutes

A motion to approve the minutes of the meeting of October 21 was made by John Romano, MassDOT Highway Division, and seconded by Mary Pratt, Town of Hopkinton. The motion passed. The Town of Bedford abstained.

7. Plan Update: Review of North Corridor Existing Conditions and Needs Analysis
– *Anne McGahan, Long Range Transportation Plan Manager, MPO Staff*

Schedule

Members were provided with a schedule for the development of the next Long-range Transportation Plan (LRTP), *Paths to a Sustainable Region*. (See attached.) A. McGahan gave an overview of the schedule.

The demographic data and projection of revenues, upon which the LRTP will be based, are not available yet. MAPC will provide the demographic data and give a presentation on it in January, after which the MPO will vote to adopt the figures for use in developing the LRTP. MassDOT is expected to provide the projection of revenues in January also. Then the MPO will approve a draft needs assessment and release it for public review. Public comments would be received by the end of January.

In mid-January through mid-March, CTPS will conduct model runs on the identified network of projects and programs, and alternative networks. Environmental justice and air quality analyses will be conducted in April.

In June, the MPO would vote to release the draft LRTP for public review. Public comments would be reviewed by the MPO in July. The MPO would vote to adopt the final LRTP in August.

The schedule cannot be extended since the development of the LRTP must coincide with the development of the FFYs 2012-15 TIP, so that the TIP is in conformity with the LRTP.

No-Build Networks

Members were also provided with a memorandum titled "No-Build Networks for Paths to a Sustainable Region." (See attached.) It includes a list of transportation projects included in the No-Build network. These projects are either under construction, advertised, or funded in the FFY 2011 element of the TIP.

The No-Build analysis will show what conditions would be like, in the horizon year of 2035, if no new transportation projects were constructed. There will also be an analysis for the horizon year 2020, to comply with the Global Warming Solutions Act, which calls for greenhouse gas (GHG) emission reductions by 2020 and 2050. MassDOT will be working with the MPOs to develop a process for gauging GHG emission reductions.

In response to questions from members, A. McGahan stated that there is no difference between the 2020 No-Build scenario and the 2035 No-Build scenario, and she confirmed that staff does not anticipate any deviation from the usual TIP development schedule.

Review of North Corridor Existing Conditions and Needs Analysis

A. McGahan provided a recap of the work the MPO has done to this point on the LRTP. Last February the MPO approved the work scope for the development of the next LRTP, and agreed to conduct a needs assessment for corridors and the region. In late February, the MPO reviewed maps showing radial corridors and a circumferential corridor for the region. In April the MPO developed the draft visions and policies for the LRTP. Staff then began developing the needs assessment. Staff provided members with one of the needs assessment chapters, for the North corridor, to review at this meeting.

Staff is recommending that the full needs assessment be presented in Volume One of the Plan. The proposed outline for the document would include chapters on the following topics: an overview of the document; six radial corridors; one central corridor; one circumferential corridor; and a needs assessment broken down by vision and policy topics. Volume One could be updated every year.

Members asked questions and made comments:

David Koses, City of Newton, raised questions about the use of corridors for the needs assessment and how staff decided to divide the corridors. He also recommended that the needs assessment be included in an appendix to the LRTP, rather than as the first volume of it. A. McGahan replied that the MPO has always included existing conditions first in the LRTP. FHWA and FTA asked the MPO to conduct this needs assessment and consider the information before making funding decisions. The MPO reviewed the maps (and the division of the corridors) last February. The corridors are the same as those used in the regional transportation model and in the MBTA's Program for Mass Transportation.

L. Dantas stated that he was glad that the needs assessment will be brought to the forefront. He noted that it will make it easier to make arguments for or against projects based on data.

A. McGahan then summarized the content of the needs assessment chapters. Each chapter would contain a description of the corridor and information on existing transportation facilities, utilization rates for transit facilities, transit connections with other MPO areas, transportation management associations, freight volumes, intermodal freight facilities,

on-road bicycle accommodations, bicycle parking, pedestrian accommodations, and land use and demographics (including demographics on elderly populations for planning elder transportation services). There would also be a discussion of the MetroFuture plan, and municipal planning for sustainability and climate change.

Another section would discuss travel characteristics of the corridor, including freight travel and bicycle and pedestrian travel. There would also be a section on identified transportation issues, broken down by vision and policy topics. That section would include information on the condition of infrastructure, the location of bottlenecks and congestion, priority locations for improvement identified from the MPO's Congestion Management Process (CMP), top crash locations, environmental issues in the area, and transportation equity issues.

The final section would include a list of identified transportation projects in the corridor and CTPS studies and recommendations addressing locations in the corridor.

Members asked questions and made comments:

D. Mohler asked if staff is planning to make projections of the elderly populations to 2035. Karl Quackenbush, Deputy Director of CTPS, replied that the regional travel model cannot be used for that purpose. MAPC is responsible for providing the demographic projections for the LRTP.

Regarding municipal planning for sustainability, M. Pratt noted that municipalities must address the issue of housing affordability.

D. Mohler asked about certain measures staff are proposing to use for a municipal planning checklist that includes measures for economic development, smart growth, land use, public health, and climate change. A. McGahan and Sean Pfalzer, MPO staff, noted that staff are proposing to recognize if a municipality has received a Public Works Economic Development grant (since 1992) or a Transit Oriented Development grant.

In response to questions from D. Mohler, Scott Peterson, MPO staff, clarified that the term "person-trip," which is used in the travel characteristics section, refers to linked trips (i.e. if a person uses more than one mode to reach his destination, he has taken one "person-trip"). S. Peterson also explained that the data on truck trips reflects whether a truck trip began or ended in traffic analysis zones (TAZs) within the corridor; it does not reflect through trips.

D. Koses asked if the same scale is used for all maps in the chapters for the purpose of comparison. A. McGahan replied that the same scales will be used for all corridors.

D. Mohler asked if the MPO has pedestrian counts only for off-road facilities. S. Pfalzer replied that the MPO has limited counts for pedestrian traffic on streets. K. Quackenbush added that the MPO often has on-street pedestrian counts associated with intersections in the MPO's CMP.

Tom Kadzis, City of Boston, expressed concern that there is not enough emphasis on transit in the draft text, and that equal consideration should be given to highway and transit in the document. A. McGahan noted that the chapter includes information from the MBTA's Program for Mass Transportation. D. Mohler and L. Dantas pointed to the need to include more information in the document about the capacity constraints of transit operations and transit performance issues that are due to congestion. J. Cosgrove noted that the MBTA could provide data on trends and performance. P. Regan suggested also using the MBTA's Capital Investment Program, which could be used to determine unfunded MBTA priorities. Members directed staff to add more data to document transit capacity and constraints, and performance.

M. Pratt expressed concerns about transit oriented development in terms of environmental protection and environmental justice. She noted that in transit oriented development areas populations would be settled close to pollution sources. She stated that air quality issues must be improved for people who are exposed to emissions, and she expressed opposition to policies that allow the government to level out the peaks of emissions over wide areas, avoiding identification of areas with particularly high emissions.

Members discussed the list of projects included at the end of the draft North corridor chapter. A. McGahan noted that the list represents projects included in MPO and MBTA plans, as well as ideas that the MPO has heard from the public through its outreach processes. D. Mohler and L. Dantas expressed concern that the list should not be included in the existing conditions chapter and that the projects should not be considered needs if an analysis has not been done on them. L. Dantas suggested only including projects that have been studied or are in the existing LRTP. A. McGahan suggested adding an appendix with a list of the full universe of projects. D. Mohler expressed reservations about listing any projects in the needs analysis section that the MPO has not committed funding to as it could be misleading to the public. He expressed support for the appendix.

Jim Gallagher, Somerville resident, expressed concern that there is no analysis of the needs of bicyclists and pedestrians in the document. A. McGahan noted that the chapter includes information on pedestrian accommodation from the MPO's Pedestrian Plan. D. Mohler advised staff to expand the bicycle and pedestrian needs section using MAPC's work on the Pedestrian Plan.

T. Kadzis suggested providing a narrative description about what defines the region. A. McGahan noted that the description would be in Chapter One.

D. Mohler praised staff for their work on the needs assessment. He asked staff to provide an overall framing of the needs assessment chapter. He also asked staff to prepare a list of the universe of projects, separate from the needs analysis. E. Bourassa suggested that staff include the percentage of federal-aid eligible roadways in each corridor.

Staff will revise the north corridor chapter and send other corridor chapters to members as the documents are prepared.

8. TIP Update: FFYs 2012 – 2015 TIP Development Schedule – *Hayes Morrison, TIP Manager, MPO Staff*

Members were provided with a draft schedule for the development of the FFYs 2012-2015 Transportation Improvement Program (TIP). (See attached.) This schedule works in tandem with the schedule for the LRTP. H. Morrison noted that if the members approve the schedule, staff will release the schedule to TIP contacts at municipalities.

D. Mohler stated that the members are not ready to approve the schedule yet, and that they need to discuss how the MPO will handle next years' Municipal TIP Input Days, an annual event that the MPO holds to invite municipalities to present their priority transportation projects for which they will be seeking federal funding. Members would have to consider if the event should be held in light of the MPO's reduced funding situation. He advised staff to add this topic to the agenda of the December 2nd meeting.

Members then had a preliminary discussion about this topic.

M. Pratt noted that the Municipal TIP Input Days are informative, but that the MPO should consider restricting the presentations to projects that are beyond the 25% design stage.

E. Bourassa noted that when project proponents present their projects at the event, they may have the false impression that their projects are then in line to receive funding, which may not be the case given the fiscal constraints the MPO is operating under. He suggested one way to make the event more productive - by entertaining projects that are at a high level of readiness.

Ginger Esty, Town of Framingham, commented that some project proponents reiterate information they provided at the Municipal TIP Input Days during the public comment periods of the MPO's regularly scheduled meetings. She suggested that the public comment periods might be better used.

H. Morrison stated that staff has made presentations regarding the MPO's financial situation and the availability of funding for transportation projects at subregional meetings, and that attendees of those meetings understand the funding situation. E. Bourassa complemented H. Morrison on that outreach work.

L. Wiener stated that the MPO needs to communicate to project proponents early if their projects will not be considered for funding. She noted that it costs municipalities more to design a project to MassDOT's standards, to be eligible for MPO funding, than it would if the municipality were designing a project that would be funded with Chapter 90 monies.

John Romano, MassDOT Highway Division, suggested that the MPO use MassDOT to help pare down the Municipal TIP Day presentations to focus on realistic projects.

9. State Implementation Plan Update – Steve Woelfel, MassDOT

MassDOT's monthly report on the State Implementation Plan (SIP) projects was distributed. S. Woelfel noted that there are no major deadlines for the SIP projects this month. He commented on two of the SIP projects:

Construction of 1,000 New Parking Spaces

The construction of new parking spaces at the Beverly and Salem commuter rail stations will not be part of the project to build 1,000 new parking spaces at transit stations. The spaces in the new parking garage at Wonderland Station will help fulfill the SIP commitment.

Green Line Extension to Somerville and Medford

MassDOT is on schedule to submit an Environmental Assessment to FTA at the end of December.

E. Bourassa asked if MassDOT is still committed to funding the construction of new parking spaces at the Beverly and Salem commuter rail stations outside of the SIP. S. Woelfel replied that MassDOT is continuing to work with the two municipalities to advance the projects, but the projects would not be counted as part of the SIP commitment.

10. Members Items

On behalf of Joe Cosgrove, MBTA, P. Wolfe stated that the MBTA's Draft Capital Investment Program (CIP) will be posted on the MBTA's website soon. The MBTA will hold five public workshops. The first will be held on December 6.

D. Mohler announced that the next meeting of the Massachusetts Association of Regional Planning Agencies (MARPA) is tentatively scheduled for December 7 at 2 PM in Sutton.

11. Adjourn

A motion to adjourn was made by J. Romano, and seconded by T. Kadzis. The motion passed unanimously.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, November 18, 2010, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway

City of Boston
City of Newton
City of Somerville
Massachusetts Port
Authority

MAPC

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
Steve Woelfel
Tom Kadzis
David Koses
Tom Bent
Lourenço Dantas

Eric Bourassa
Eric Halvorsen
Joe Cosgrove
Paul Regan
Laura Wiener
Steve Olanoff
Richard Reed
Melissa Santucci
Ginger Esty
Mary Pratt

MPO Staff/CTPS

Mike Callahan
Maureen Kelly
Robin Mannion
Anne McGahan
Hayes Morrison
Scott Peterson
Sean Pfalzer
Karl Quackenbush
Arnie Soolman
Alicia Wilson
Pam Wolfe

Other Attendees

Rick Clarke
Jim Gallagher
Dennis Harrington
Kristina Johnson
Kevin McHugh
John McQueen

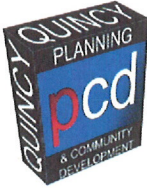
Tom O'Rourke

Karen Pearson

Bryan Slack

Town of Ipswich

City of Quincy
City of Quincy
Coneco Engineers and Scientists
Regional Transportation
Advisory Council / WalkBoston
Neponset Valley Chamber of
Commerce
MassDOT Office of
Transportation Planning
MassDOT District 3



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



DENNIS E. HARRINGTON
Director

THOMAS P. KOCH
Mayor

Adams Green- Project Briefing November 10, 2010

Adams Green Project Overview

With a Transit Oriented Development grant from the Commonwealth, the City procured Halvorson Design Partnership to develop a schematic design for a contiguous public space that incorporates Hancock Street between the United First Parish Church and City Hall into the existing park between City Hall and the Quincy Center MBTA Station. The preferred design alternative calls for the southerly portion of Hancock Street—from approximately 288 feet south of the Hancock Street/Saville Road intersection to approximately 150 feet south to approximately 280 feet south of the entrance of Old City Hall at the Hancock Cemetery—to be discontinued for vehicular traffic. Please see attached locus map.

Funding

The City of Quincy will utilize a reprogrammed SAFETEA-LU High Priority Project (HPP) earmark (#4272) in the amount of \$6 Million for the design and construction costs for this project. Please see attached letter dated April 26, 2010 from the Federal Highway Administration authorizing the reprogramming of the earmark from the Quincy Center Concourse Phase II project (now funded under the American Recovery and Reinvestment Act) to the traffic/circulation improvements associated with the development of the Adams Green public space.

Transportation Improvements

Based on the analysis conducted during the Adams Green preliminary design process, it can be concluded that this project will have a positive effect on the signs, traffic signal, and other roadside appurtenances in the project area. To accommodate the discontinuance of the southerly portion Hancock Street, it anticipated that new traffic signal equipment will be installed at the following intersections:

- Washington Street/Coddington Street/Temple Street;
- Temple Street/Chestnut Street/Hancock Street;
- Adams Street/Dimmock Street/Hancock Street; and
- Burgin Parkway/Dimmock Street.
- Temple Street/Hancock Street/Granite Street intersection.

It is also anticipated that new directional signs and pavement markings will be implemented along with the new traffic signal equipment. All transportation improvements for the Adams Green project will be designed and constructed in coordination with the improvements anticipated with the Downtown Quincy redevelopment effort.

More Information

Please visit the Downtown Revitalization page on the City of Quincy's website
<http://www.quincyma.gov/Government/PLANNING/DowntownRevitalization.cfm>

Contact:



Dennis E. Harrington Planning Director
Tel; (617) 376-1363
Email: Dharrington@quincyma.gov

****Locus map of project area on back****



Quincy Center Traffic Improvements/Adams Green Locus Map

Map Legend

-  Significant Buildings- Adams Green Area
- 1 Quincy Historical Society
- 2 Quincy Center MBTA Station
- 3 Monroe Building
- 4 Presidents Place
- 5 Quincy College
- 6 Coddington Hall
- 7 Quincy High School
- 8 Quincy City Hall
- 9 United First Parish Church
- 10 Thomas Crane Public Library
- 11 Stop and Shop Headquarters
- 12 Granite Trust Building
-  Hancock Street Discontinuance



City of Quincy, Massachusetts



Mayor Thomas P. Kirk

Map created by the Quincy Planning and
Community Development Department



Map created for the Massachusetts
Department of Transportation

Data Sources: MassGIS, City of Quincy

250 125 0 250 Feet





U.S. Department
of Transportation
**Federal Highway
Administration**

Massachusetts Division
April 26, 2010

55 Broadway, 10th Floor
Cambridge, MA 02142
617.494-3657
617.494.3355 (fax)
www.fhwa.dot.gov/madiv

In Reply Refer To:
HDA-MA

The Honorable William D. Delahunt
Member, U.S. House of Representatives
1250 Hancock Street
Suite 802-N
Quincy, MA 02169

**Subject: Construct Phase II of the Quincy Center Concourse Extension
SAFETEA-LU High Priority Project No. 4272, Demo ID MA 191**

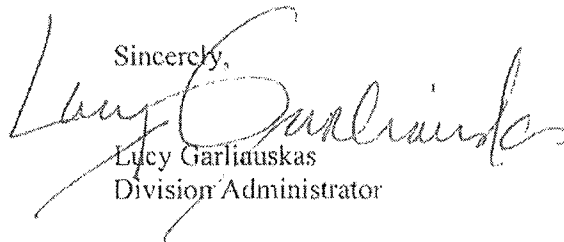
Dear Congressman Delahunt:

This letter is in response to your correspondence dated October 21, 2009 that clarified the intent of the SAFETEA-LU earmark to "Construct Phase II of the Quincy Center Concourse Extension in Quincy." The City of Quincy wishes to use the earmark for transportation improvements in Quincy Center for design and construction of downtown roadway and streetscape improvements at Quincy Center.

Design and construction are eligible for Federal aid, and the Federal Highway Administration (FHWA) accepts your clarification that these activities are consistent with the intent of the original earmark. The FHWA will authorize these funds in accordance with our routine Federal aid procedures.

Please feel free to contact my office if you have any additional questions on this matter.

Sincerely,



Lucy Garljasuskas
Division Administrator

cc: U.S. Senator John Kerry
U.S. Senator Scott Brown
Luisa Paiewonsky, MassDOT Highway Division Administrator
David Mohler, MassDOT Director of Planning





U.S. Department
of Transportation

Federal Transit Administration
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617-494-3355 (fax)

October 1, 2010

Jeffrey B. Mullan
Secretary and Chief Executive Officer
Massachusetts Department of Transportation
State Transportation Building
10 Park Plaza, Room 4150
Boston, MA 02116

Subject: Approval of the Massachusetts FY 2011 Unified Planning Work Programs

Dear Secretary Mullan:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the Unified Planning Work Programs (UPWPs) transmitted by the Massachusetts Department of Transportation (MassDOT) on September 28, 2010. In the future please work with the Regional Planning Agencies (RPA) to ensure a timely submittal and review of the UPWPs to the FHWA and FTA prior to the start of the new fiscal year in October.

Consistent with our interagency agreement, the FHWA reviews all UPWPs for metropolitan areas under 200,000 population with input from the FTA and both agencies review UPWPs for areas over 200,000.

This joint letter covers the review by both agencies of the UPWPs for the thirteen RPAs. The UPWPs address FHWA's and FTA's policy initiatives and transportation planning requirements cited in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The FHWA and the FTA have provided significant guidance in the new focus areas of Climate Change and Livability, and looks forward to the inclusion of these topics in the Regional Transportation Plans expected in the spring of 2011. In the area of Livability, it is recommended that the RPA's chapter be consistent with the six livability principles promoted by the Department of Housing and Urban Development, the Department of Transportation FHWA and FTA and the Environmental Protection Agency. The FHWA and FTA have produced a document that describes planning approaches that promote Livability in transportation and it is available at the following link:

<http://environment.transportation.org/pdf/sustainability/fhwalivability-in-transportation-guidebook.pdf>


Furthermore, Climate Change is likely to be approached differently from one RPA to another. However, all regions are affected by vehicle emissions, and can focus efforts partly on the reduction of Green House Gas emissions using various strategies. As discussed in the past, a good way to lay the foundation for future efforts to address Climate Change might be to create an inventory of transportation services and infrastructure that might be considered vulnerable to coastal flooding or the flooding of rivers due to unusually robust storm events and storm surges. The FHWA has produced a report entitled Integrating Climate Change into the Transportation Planning Process which provides useful strategies, and it is available at the following link: <http://www.fhwa.dot.gov/hep/climatechange/index.htm>.

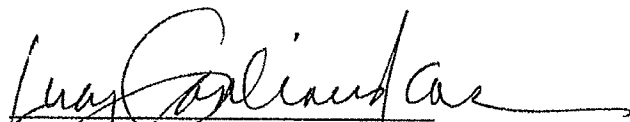
The UPWPs are approved for FHWA and FTA planning and grant purposes. Effective October 1, 2010, the UPWPs for the thirteen Regional Planning Agencies are hereby approved subject to the following:

1. Satisfactory contracts between MassDOT and the thirteen Regional Planning Agencies must be executed to undertake the work presented in the FY 2011 UPWPs.
2. Narrative and financial reports should be submitted to the FHWA by the 15th day of the month following the calendar quarter reported upon. An annual report should be submitted to the FTA.
3. The RPAs should be advised that an amendment of the UPWP requires prior approval from the FHWA and FTA.

Should you have any questions, please feel free to contact Michael Chong at (617) 494-3275, or William Gordon at (617) 494-3514.

Sincerely,


Mary Beth Mello
Regional Administrator
Federal Transit Administration


Lucy Garliauskas
Division Administrator
Federal Highway Administration

cc:

David J. Mohler, OTP Executive Director, MassDOT
Luisa Paiewonsky, Highway Division Administrator, MassDOT
Mark Guenard, Manager of MPO Activities, MassDOT
Massachusetts Regional Planning Agencies

**Schedule for Paths to a Sustainable Region 2035
November 18, 2010**

Task	Completion Date
Establish Corridors	completed
Document Existing Transportation System & Services	completed
Summarize Data and Update Information	
EJ - existing conditions and needs	completed
Review/summarize previous work/studies	completed
Summarize previous comments	completed
Update Visions and Policies	completed
CMP Coordination/Develop Performance Measure	ongoing
Complete Updated 2030 No-Build Run for Needs	completed
Complete 2009 Base Case Model	completed
Complete Needs Assessment	12/24/2010
Receive Final Demographic Inputs for 2035 from MAPC and MassDOT to CTPS	12/31/2010
Receive Projections of Future Revenues (MassDOT)	1/6/2011
TPPC Approves Draft Needs Assessment for Public Review	1/6/2011
TPPC Adopts Land Use Assumptions	1/6/2011
TPPC Begins to Identify Projects and Programs	1/20/2011
Public Review of Needs Assessment	1/27/2010
Final Universe of Projects and Programs Identified from Needs Assessment	1/27/2011
Complete Final Model Results for 2035 No-Build	1/27/2011
Develop and Model Alternative Networks	3/24/2010
EJ Analysis of Alternative Scenarios	4/14/2011
Public Review of Alternative Scenarios	4/28/2011
TPPC votes on Recommended Projects and Programs	5/5/2011
EJ and AQ Analysis of Recommended Plan	6/2/2011
TPPC votes on Circulation of Draft Plan	6/9/2011
Public Comment Period begins on Draft Plan	6/13/2011
Public Comment Period ends	7/12/2011
TPPC receives comments	7/14/2011
TPPC meets to discuss comments and responses	7/28/2011
MPO Adopts Final Plan	8/4/2011

MEMORANDUM

To: Transportation Planning and Programming Committee
From: Anne McGahan
Date: November 18, 2010
Re: No-Build Networks for Paths to a Sustainable Region

Two No-Build Networks will be developed for the Paths to a Sustainable Region Long-Range Transportation Plan (LRTP). The 2035 No-Build transportation network along with the preferred land use scenario will allow the Transportation Planning and Programming Committee the ability to see what travel conditions are estimated for the future if no new transportation projects are constructed. It will also be used in the Environmental Justice analysis work that is required for the final LRTP. In addition, the Global Warming Solutions Act legislation requires reductions of greenhouse gas (GHG) emissions first by 2020 with additional reductions by 2050. MassDOT will be working with the MPOs to develop a process for gauging GHG emission reductions by the MPOs for the year 2020 and a 2020 No-Build analysis will be required. Since the horizon year of the LRTP is 2035, this year will also be included in the GHG analysis. Also shown below, for informational purposes, are the projects included in the 2009 Base Year Network.

This memorandum provides the list of transportation projects included in the 2009 Base Year and the 2020 and 2035 No-Build networks. Projects included in the No-Build networks are projects that are either under construction, have been advertised, or those for which the MPO has programmed funds for construction in the first year of the FY 2011 Transportation Improvement Program. The following is the list of projects:

Base Year and No-Build Networks For Paths to a Sustainable Region

Project	2009 Base	2020 No- Build	2035 No- Build
<i>Highway</i>			
Route 53, Phase I (Hanover)	X	X	X
HOV Lane on I-93 (Mystic Avenue)	X	X	X
HOV Lane on the Southeast Expressway	X	X	X
Ted Williams Tunnel	X	X	X
South Boston Bypass Road	X	X	X
Blue Hill Avenue Signal Coordination (Boston)	X	X	X
Brighton Avenue Signal Coordination (Boston)	X	X	X
Marret Road Signal Coordination (Lexington)	X	X	X
Beverly/Salem Bridge	X	X	X
Route 20 Phase I in Marlborough	X	X	X

	2009	2020	2035
Highway Projects (cont.)	Base	No-Build	No-Build
Leverett Circle Bridge, Charlestown	X	X	X
Interstate 495 Interchange in Marlborough	X	X	X
Interstate 93/Industriplex Interchange in Woburn	X	X	X
Quincy Center Concourse, Phase 1	X	X	X
Route 62/Middlesex Turnpike in Burlington	X	X	X
Route 9, Wellesley	X	X	X
Route 138, Canton	X	X	X
Bridge Street, Salem	X	X	X
Central Artery	X	X	X
Massachusetts Avenue/Lafayette Square, Cambridge	X	X	X
Cambridgeport Roadways (Cambridge)	X	X	X
I-95 (SB)/Dedham Street On-Ramp (Canton)	X	X	X
Route 140 (Franklin)	X	X	X
Route 139 Phase I (Marshfield)	X	X	X
Route 20, Segments 2 & 3 (Marlborough)	X	X	X
Bridge Street Bypass (Salem)	X	X	X
Route 128 Additional Lanes (Randolph to Wellesley)		X	X
Route 38 (Wilmington)	X	X	X
Route 1 and Associated Improvements (Foxborough)	X	X	X
Route 3 North	X	X	X
Route 53, Hanover	X	X	X
Burgin Parkway, Quincy	X	X	X
Route 53/228, Hingham & Norwell	X	X	X
Crosby Drive, Bedford	X	X	X
I-93/Ballardvale Street Interchange (new NB ramp with widening) Wilmington	X	X	X
MassPike U-Turn		X	X
Middlesex Turnpike Improvements (Bedford, Burlington, and Billerica) Phase I & II		X	X
Pulaski Boulevard (Bellingham)		X	X
Consolidated Rental Car Facility (Logan Airport, Boston)		X	X
Route 2/Crosby's Corner Grade Separation (Concord and Lincoln)		X	X
Route 128/Route 35 and Route 62 (Danvers)		X	X
Route 85 Improvements (Hudson)		X	X
Route 139 Widening Phase II (Marshfield)		X	X
Quincy Center Concourse, Phase 2 (Quincy)		X	X
Assembly Square Roadways		X	X
S. Weymouth Naval Air Station Access Improvements East-West Parkway (Weymouth, Hingham, and Rockland) & Multi-Modal Facility		X	X

Project	2009 Base	2020 No- Build	2035 No- Build
<i>Transit</i>			
Urban Ring Crosstown Bus Service	X	X	X
Worcester Commuter Rail, Partial Service	X	X	X
South Station Transportation Center	X	X	X
Acela Train/Electrification of the Northeast Corridor	X	X	X
Newburyport Commuter Rail Service	X	X	X
Old Colony Commuter Rail Service (two lines)	X	X	X
Additional MBTA park and ride spaces	X	X	X
Route 128 Amtrak/Commuter Rail Station	X	X	X
Grafton Station on the Worcester Line	X	X	X
Hingham Ferry	X	X	X
Improved service on the Haverhill Commuter Rail Line	X	X	X
Salem-Boston Express Bus Service	X	X	X
North Station Improvements	X	X	X
Blue Line Modernization (Bowden to remain open with 6 car trains)		X	X
Additional Park and Ride spaces	X	X	X
Worcester Commuter Rail, full service (including new stations)	X	X	X
Silver Line – Transitway, Phase 2	X	X	X
Silver Line – Washington Street, Phase 1	X	X	X
Mattapan-Refurbishment	X	X	X
Silver Line to Airport	X	X	X
Industriplex Center (Woburn)	X	X	X
New Commuter Rail Station at JFK/U Mass Station*	X	X	X
Greenbush Commuter Rail Service	X	X	X
Peabody Express to Logan and Logan Express from Anderson	X	X	X
Fairmount - Phase I - state of good repair	X	X	X
Mishawum station open for outbound service 7:07 AM, 7:49 AM, and 8:34 AM and inbound 4:36, 5:31, and 6:06 PM	X	X	X
Fairmount Line Improvements with 4 new stations		X	X
Parking expansion 1,000 New Park & Ride Spaces		X	X
Silver Line to South Station		X	X

Draft 2011 TIP Development Calendar for the FFYs 2012–15 TIP

January 10, 2011 – Letter to Municipal CEOs, asking for name of TIP Contact and including list of active municipal projects and requesting a list of projects to be pursued for funding.

February 16 – TIP “How To” seminar – TBD

February 22 – TIP “How To” seminar – TBD

February 23 – TIP “How To” seminar – TBD

February 28 – Proponent Provided Information Forms updates (available on line) and RSVPs due.

April 11 – Target date for Transportation Planning and Programming Committee members and TIP contacts who RSVPed for TIP day to be able to view completely updated MPO Project Information Forms and MPO project evaluation matrix on line.

One week after indication that updates are available online information on potential changes are due back to the Boston Region MPO TIP Manager, Hayes Morrison.

April 25 – Target publishing date of the Boston Region MPO TIP Days book. This information will be transmitted via e-mail to TPPC members and municipal TIP Contacts.

May 4 and 5 – Municipal TIP Input Days.

May 19 – Agency TIP Day.

June 2 – Target date for TPPC members and TIP contacts to receive staff recommendation options for “TIP Tables” for the FFYs 2012-15 TIP; members begin development of Draft TIP.

June 16 – Proposed TPPC meeting to prepare Draft TIP.

July 7 – Vote on Draft TIP for public review.

July 11 – Proposed date for beginning of public review period for Draft TIP.

August 12 – Proposed date for end of public review period for Draft TIP.

August 18 – Proposed date for MPO action on the Draft TIP.