

Draft Memorandum for the Record Boston Region Metropolitan Planning Organization (MPO) Meeting

April 19, 2012 Meeting

10:00 AM – 1:20 PM, State Transportation Building, Conference Rooms 2 & 3, 10 Park Plaza, Boston

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

Decisions

The Boston Region Metropolitan Planning Organization agreed to the following:

- approve the minutes of the meeting April 5
- approve the *Arterial Traffic Signal Improvements and Coordination* study
- release the Draft federal fiscal years (FFY) 2013 Unified Planning Work Program (UPWP), for public review
- release the Draft FFYs 2013 – 16 Transportation Improvement Program (TIP), as amended today, for a 30-day public review period (see agenda item #9 for details)
- take up a motion at the May 3 meeting regarding the reprogramming of the *Woburn – Bridge Replacement, New Boston Street over MBTA* and *Woburn – Montvale Avenue* projects from the FFY 2020 – 25 timeband of the Long-Range Transportation Plan (LRTP) to the FFY 2012 – 15 timeband of the LRTP

Meeting Agenda

1. Public Comments

Mayor Kim Driscoll of Salem advocated for the *Salem – Reconstruction of Canal Street* project and requested that the MPO keep the project programmed in the FFY 2016 element of the TIP. The project would address a deteriorating roadway that provides access to Routes 1A and 114 and the Salem commuter rail station, and it would provide an intermodal pathway. The project has been included in two transportation bond bills and has been in design over the past six years. With the project programmed in FFY 2016, the city can go forward with the project design and drainage work prior to the roadway construction work. The 25% design hearing for the project will be taking place shortly and the city is holding neighborhood meetings about the project. Mayor Driscoll noted that the project received a high environmental justice rating in the staff project evaluations. (Handouts were provided with information about the project.)

Mayor Rob Dolan of Melrose advocated for the *Melrose – Intersection and Signal Improvements to Lebanon Street* project, which he said is the city's most important infrastructure project. The project includes resurfacing, minor roadway widening, pedestrian accessibility improvements, and signal upgrades to five intersections. The roadway is the primary ambulance route to Melrose Wakefield Hospital and provides access to this healthcare facility. The project began in 1995 and reached 100% design in 2009. The city has spent \$294,000 to date on the design and is prepared to spend an additional \$51,000 to address MassDOT's comments on the 100% design plans. The

project cost estimate is \$4.2 million. Mayor Dolan noted that the project is qualified to receive Congestion Mitigation and Air Quality (CMAQ) Program and Transportation Enhancement Program funds. He stated that the city has already upgraded the surrounding streets and the improvements to Lebanon Street will be “the last piece of the puzzle.” He stated that the project will be ready for construction in FFY 2013. Mayor Dolan was accompanied by the state senator and representative for Melrose, and staff of the Melrose Department of Public Works.

State Senator Patricia Jehlen, on behalf of the delegation representing Medford and Somerville, advocated for the *Green Line Extension to Route 16* project. She thanked the MPO and MassDOT for their support of the *Green Line Extension*, and remarked that the project would produce economic and environmental benefits for the region.

State Representative Carl Sciortino also expressed thanks for the MPO’s continued support for the *Green Line Extension to Route 16* project, noting that the project provides a rare opportunity to enhance mobility, environmental quality, and economic development in a densely settled area.

State Representative Alice Peisch spoke in support of the *Weston – Intersection Improvements at Route 30 (South Avenue) and Wellesley Street* project. She reported that the project is at the 25% design stage and that the public hearing is scheduled for next week. She noted that the project location, which is a heavily travelled commuter route, is among the top 5% of high crash locations in the region.

State Representative Thomas Conroy also voiced support for the *Weston – Intersection Improvements at Route 30 (South Avenue) and Wellesley Street* project and requested that the MPO keep the project on the TIP. He then spoke about the *Wayland – Signal and Intersection Improvements at Route 27 (Main Street) and Route 30 (Commonwealth Road)* project. He noted that the intersection is dangerous and not up to standards in terms of bicycle and pedestrian accessibility and signals. The project would involve roadway widening, signal upgrades, and roadway reconstruction. He noted that more traffic is expected in the area due to new developments underway. He noted that the project is on the statewide list of CMAQ-eligible projects in FFY 2016. [D. Mohler added that the project is programmed to be funded in FFY 2016 with statewide funds. This programming would also need to be reflected in the TIP.]

Dennis Harrington, City of Quincy, asked the MPO to keep the *Quincy – Intersection and Signal Improvements at Hancock Street and East/West Squantum Streets* project programmed in the FFY 2014 element of the TIP. The project cost estimate is \$3.2 million. Safety problems at this intersection were studied by Central Transportation Planning Staff (CTPS) in 2007 and this project includes CTPS’s recommendations for improvements. Since 2007 there have been two fatalities at the location. The project, which is at the 75% design phase, will address mobility and safety issues by making geometric improvements, implementing new signal timing and phasing, and installing a pedestrian signal near a high school. The city expects to submit 100% design plans to MassDOT soon.

Tom Broadrick, Town of Duxbury, thanked the MPO for programming the *Duxbury – Intersection Improvements at Kingstown Way (Route 53) and Winter Street* project in the TIP. He said that the project location is the town's most dangerous intersection.

Mayor William Scanlon of Beverly advocated for the *Beverly – Reconstruction and Signal Improvements on Rantoul Street (Route 1A)* project. He remarked on the importance of the project in terms of providing access to the Beverly commuter rail station. He stated that construction will begin on a 500-space MBTA parking garage at the commuter rail station this fall and that Route 1A is the principal way of accessing the station.

Jeff Levine, Town of Brookline, spoke in support of the *Brookline – Intersection and Signal Improvements at Route 9 and Village Square (Gateway East)* project and asked the MPO to keep the project programmed in the TIP in the FFY 2016 element or earlier. The town is requesting that the MPO program \$4.6 million of the \$5.6 million project. The balance will be funded through a public private partnership between Childrens' Hospital and the Town of Brookline. The project will make multimodal improvements in the area, including improving bicycle and pedestrian access to employment centers, public housing, and the Longwood Medical Area. He also noted that the project would reduce carbon dioxide emissions.

Hayes Morrison, City of Somerville, provided an update the *Somerville – Reconstruction of Beacon Street* project, which currently is in the FFY 2013 element of the staff recommendation of the TIP. The project was originally programmed in FFY 2008 and then deferred. The 25% design plans have been submitted to MassDOT. H. Morrison stated that in her estimation the project should be rated 85 in the staff project evaluations, making it the second highest ranking project in the TIP. She stated that the project will include a cycle track for this highly trafficked commuter bicycle route. She also stated that the project is CMAQ eligible.

Eric Bourassa, Metropolitan Area Planning Council (MAPC), asked if the cost estimate of the *Beacon Street* project has changed (from \$4 million). H. Morrison replied no, that the city does not see the need to request further funds at this time. Joe Onorato, MassDOT Highway Division, then stated that the new project cost estimate is \$13.3 million; approximately \$3 million are non-participating costs and approximately \$10 million would need to be programmed on the TIP. H. Morrison stated that the City of Somerville will pay some non-participating costs with its MWRA Water and Sewer Enterprise Funds and that the city is willing to contribute additional funds to the project.

Beth Rudolph, Town of Winchester, advocated for the *Winchester, Stoneham, Woburn – Tri-Community Bikeway* project, and asked that the MPO keep the project programmed in the FFY 2015 element of the TIP. She stated that the project, which has been planned since the late 1990s, is a recreational facility as well as an alternative for car-free travel to commuter rail stations, schools, and town centers. She stated that the 75% design will be submitted to MassDOT next week.

Mark Warren of Stoneham also spoke regarding the *Tri-Community Bikeway* project. He reported that the community has been organizing walks and clean-ups and that a “Friends” organization has formed for continued maintenance of the facility.

Lauren DiLorenzo, City of Medford, spoke on behalf of Mayor Michael McGlynn of Medford in support of the *Green Line Extension to Route 16* project. She remarked on the long planning process for the project, which included much civic involvement. She asked the MPO to prioritize the project.

Stephen Fogg, Town of Weston, spoke in support of the *Weston – Intersection Improvements at Route 30 (South Avenue) and Wellesley Street* project. He stated that that roadway is a key north-south route between Routes 9 and 20, and is adjacent to Weston’s high school. A road safety audit has been done at the project location and the project is eligible for Highway Safety Improvement Program (HSIP) funds. He stated that the project will be ready for construction this fall.

Roland Bartl, Town of Acton, asked the MPO to program the *Assabet River Rail Trail (ARRT)* project (the section from Acton to Maynard) in the FFY 2016 element of the TIP. (The section of the ARRT from Marlborough to Hudson has been constructed already.) He noted that the project complements an MBTA project to build a new commuter rail station in South Acton as the ARRT would provide access to the station. He also noted that the MPO has programmed the ARRT in the FFYs 2016 – 20 timeband of the Long-Range Transportation Plan. (A letter from the Acton Board of Selectmen was distributed.)

Laura Ruma, Medford resident, spoke in support of the *Green Line Extension to Route 16* project, and bringing Green Line service to as many people as possible in Medford, Somerville, and Arlington.

Rafael Mares, Conservation Law Foundation, thanked MassDOT for announcing its intention to make a motion to program the *Green Line Extension to Route 16* project in the TIP. He urged MPO members to support the motion.

Margaret Weigel, Medford resident, spoke in support of the *Green Line Extension to Route 16* project. She noted that Medford is under-served by rail and that the project will benefit an environmental justice population as well as young people and seniors.

Mayor Joseph Curtatone of Somerville stated that the *Somerville – Reconstruction of Beacon Street* project will be ready by FFY 2013 and that the City of Somerville will be contributing money to the project. He also spoke in favor of the *Green Line Extension to Route 16* project, calling it the most important transit project on the books and one that is a smart investment for the region both economically and environmentally.

Elisabeth Bayle, Medford resident, spoke in support of the *Green Line Extension to Route 16* project. Remarking on the State Implementation Plan, which requires the Green Line

to be extended to Medford Hillside, she stated that College Avenue is not Medford Hillside. If the line terminates at College Avenue, traffic will increase in Medford Hillside, she said. She stated that it is critical to bring the line to Route 16 and noted that it will have benefits for an environmental justice community and bring air quality benefits.

Barbara Rubel, Tufts University, spoke in support of the *Green Line Extension to Route 16* project. She spoke about the project's importance to the Tufts community (9,000 people), noting that Tufts is one of the largest employers in the area. The university favors the terminus at Route 16, where Tufts facilities are located (the Human Resources Department and biology labs), rather than at College Avenue. While the university welcomes a station at College Avenue, it has concerns about pedestrian safety at the intersection if the location is the terminus of the line.

Several proponents of the *Bedford, Billerica, Burlington – Middlesex Turnpike Improvements, Phase III* project addressed the MPO. First, Justin Howard, Northern Middlesex Council of Governments (NMCOG), thanked the MPO for programming the project and reported that NMCOG has also programmed \$1 million for it in the FFY 2016 element if it's TIP.

Next, John Curran, Town of Billerica, accompanied by John Sanchez, Town of Burlington, asked members not to support a proposal before them today to remove the *Middlesex Turnpike* project and to replace it with the *Danvers, Peabody – Mainline Improvements on Route 128, Phase II* project. He suggested that the improvements to Route 128 should be paid for with another funding source. He advocated for the *Middlesex Turnpike* project, noting that it is the third phase of 30 year project that has spurred economic development in the area

Lastly, Trish Domingan, Vanasse Hangen Brustlin, Inc., requested that the MPO keep the *Middlesex Turnpike* project programmed in the FFY 2016 element of the TIP. She noted that the project has been a joint effort between three towns and two MPOs to bring economic benefit and development to the area, and that over the years the towns have spent millions of dollars in land takings and planning. She distributed handouts summarizing the project history and public and private investment along the corridor. She also provided a website, <http://middlesexturnpikeplus3.org>, which contains letters of support for the project. She reported that the project is at the 75% design stage. The stormwater design must be updated and a variance must be obtained, however, the proponents believe the project will be ready in FFY 2016.

Mel Kleckner, Town of Brookline, advocated for the *Brookline – Gateway East* project, which he said is addressing a key area that provides access to the Longwood Medical Area and is in need of revitalization.

Betsy DeWitt, Brookline Board of Selectmen, also asked the MPO to keep the *Brookline – Gateway East* project scheduled on the TIP. She remarked on the project's benefits, which include enhancing connections to the Emerald Necklace, improving multi-modal

transit, and supporting economic development. She stated that the project will improve the Brookline Village MBTA station and bicycle and pedestrian access at a dangerous intersection. The project has been coordinated with a development planned by Children's Hospital. The Town of Brookline will contribute \$1 million to the \$5 million project. The project is at the 25% design phase.

At the close of the public comments, Lourenço Dantas, Massachusetts Port Authority, asked the MPO staff to provide information to members about all funding sources for projects, considering that some municipalities are contributing funding.

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

There was none.

3. Committee Chairs' Reports

There were none.

4. Regional Transportation Advisory Council Report – *Steve Olanoff, Chair, Regional Transportation Advisory Council*

The Advisory Council met on April 11. The MPO staff gave presentations on the TIP, UPWP, and Boston Region MPO Freight Study. The Advisory Council was very interested in the Freight Study, which was presented by Michael Callahan, MPO staff.

5. Executive Director's Report – *Karl Quackenbush, Executive Director, Central Transportation Planning Staff*

Members were asked to see Pam Wolfe, Manager of Certification Activities, MPO staff, if they have not yet responded to a request to sign a form acknowledging receipt of Open Meeting Law materials.

MPO staff have scheduled MPO meetings on the draft TIP and UPWP documents in May.

6. Meeting Minutes – *Maureen Kelly, MPO Staff*

A motion to approve the minutes of the meeting April 5 was made by the Inner Core Committee (City of Somerville) (Tom Bent), and seconded by MAPC (Eric Bourassa). The motion carried.

7. Arterial Traffic Signal Improvements and Coordination – *Karl Quackenbush, Executive Director, Central Transportation Planning Staff, and Efi Pagitsas, Manager, Traffic Analysis Group, MPO staff*

K. Quackenbush introduced the *Arterial Traffic Signal Improvements and Coordination* study, which examined four sets of arterial locations in the region for the feasibility of implementing traffic signal coordination measures. Such improvements can have significant environmental and mobility benefits.

E. Pagitsas provided details on the study, which originated as an outcome of the MPO's Congestion Management Process (CMP). Arterial signal coordination measures are low cost solutions to address congestion problems.

Staff selected nine-location sets as potential candidates for study. After consulting with municipalities and MassDOT Highway Districts, those locations were narrowed down to four sets of locations – in Bedford, Braintree, Lexington, and Randolph – for detailed study. Staff examined the existing conditions at the four intersection sets and made recommendations for improvements. Staff estimated that if the recommendations were implemented, there would be benefits in terms of reducing delay, reducing emissions, and fuel economy ranging between 4% and 95%.

Stressing the benefits of low-cost signal improvements, E. Pagitsas provided an example by referencing a study by Howard Stein Hudson, performed for the City of Boston, that found that signal retimings in the Back Bay neighborhood of Boston would have a cost/benefit ratio of 80 to 1.

The *Arterial Traffic Signal Improvements and Coordination* study has triggered interest by the towns of Braintree and Weymouth in addressing issues at the study locations. The Town of Randolph has received a Public Works and Economic Development grant for town center improvements, including improvements referenced in the study.

A motion to approve the *Arterial Traffic Signal Improvements and Coordination* study was made by MBTA Advisory Board (Paul Regan), and seconded by MassDOT Highway Division (John Romano). The motion carried.

8. Unified Planning Work Program – *Mary Ellen Sullivan, UPWP Manager, MPO Staff*

Members were presented with the Draft FFY 2013 UPWP at the meeting of April 5.

A motion to approve the Draft FFY 2013 UPWP for public review, was made by MassDOT Highway (J. Romano), and seconded by MAPC (E. Bourassa). The motion carried.

9. Transportation Improvement Program – *Sean Pfalzer, Acting TIP Manager, MPO Staff*

Members were provided with materials associated with the Draft FFYs 2013 – 16 TIP:

- a memorandum giving an update on the development of the TIP
- a graphic depicting the breakdown of federal funding to the region
- an overview of projects funded through the Bridge Program and Statewide Infrastructure Program (provided by MassDOT)
- an updated staff recommendation of projects for the TIP
- the First Tier List of Projects for the TIP
- Regional Transit Authority projects for the TIP
- MBTA projects to be funded through the federal transit formula programs (FFY 2009 – 16)

- highway project descriptions
- highway project evaluations
- public comments
- project spreadsheets illustrating two proposed MassDOT motions

Bridge Program and Statewide Infrastructure Program

S. Pfalzer gave an overview of the materials. He pointed out changes on the Bridge Program and Statewide Infrastructure Program list, including cost changes, projects removed from and added to the list, projects moved to another funding element, and projects that will be funded through the Accelerated Bridge Program.

Members asked questions about the bridge materials.

Ed Tarallo, North Suburban Planning Council (City of Woburn), asked for an explanation for the removal of three bridge replacement projects: *North Reading, Reading – Route 28 (Main Street) over the Ipswich River; Woburn – Salem Street over MBTA; and Lynn, Saugus – Route 107 over the Saugus River*. Later during the meeting, MassDOT provided the answer to the question. D. Mohler stated that the changes were the result of MassDOT's reprioritization of the bridge list based on funding availability and a need to address more bridges off the national highway system, which have historically been underfunded.

E. Bourassa noted that the *Framingham – Bike Path Construction and Improvements on the Cochituate Rail Trail* project was previously programmed in the TIP's Clean Air and Mobility Program category and is now to be funded through the Statewide Transportation Enhancement Program. He asked how this change impacts the target money available for the TIP. S. Pfalzer replied that the change frees up \$790,000 in the FFY 2013 element.

James Errickson, At-Large City (City of Everett), asked if the scope of the *Everett, Medford – Revere Beach Parkway (Route 16) over the Malden River* project has changed. S. Pfalzer replied no.

Other Statewide Programs

S. Pfalzer continued with the overview of changes to the following programs: Statewide Infrastructure, Interstate Maintenance, National Highway System Pavement Preservation, Safe Routes to School, Statewide CMAQ, Statewide Intelligent Transportation Systems (ITS), Statewide Infrastructure, Statewide Transportation Enhancements, and Statewide Highway Safety Improvement Program. (Projects in these categories are detailed in a project spreadsheet.)

Members asked questions about this new information and the changes.

Paul Regan, MBTA Advisory Board, inquired about the funding for the *Bruce Freeman Rail Trail* project. D. Mohler explained that Phase 2A of the project would be funded through the Statewide Transportation Enhancements Program. Phase 2C remains unfunded.

E. Tarallo asked if the programming of the *Bruce Freeman Rail Trail* project would require the MPO to redo the air quality conformity determination for the TIP. D. Mohler said that an adjustment to the finance plan might be necessary.

E. Bourassa praised MassDOT and the Patrick Administration for devoting more money to statewide programs such as Transportation Enhancements, Safe Routes to School, and Statewide ITS.

Transit Element

S. Pfalzer continued his presentation by giving an overview of the transit element of the TIP, which programs funding for programs of the MBTA, Cape Ann Transportation Authority (CATA) and MetroWest Regional Transit Authority (MetroWest RTA). The programming in the TIP assumes level funding for MBTA projects (detailed in a handout). Staff has also incorporated approximately \$2.1 million annually for the MetroWest RTA's programs and about \$800,000 annually for CATA programs in the TIP. Two new awards from the federal Job Access Reverse Commute Program were also added to the TIP.

D. Mohler asked if the draft TIP document would include more detail about the specific projects. S. Pfalzer replied yes.

TIP Regional Target Funds

S. Pfalzer continued with an update on the programming of the regional target funds in the staff recommendation of the TIP. He noted changes to the document since members last reviewed it:

The *Framingham – Bike Path Construction and Improvements on the Cochituate Rail Trail* project is now to be funded through the Statewide Transportation Enhancement Program in FFY 2013.

The Statewide Enhancement Program makes available \$2 million in FFY 2013 as an incentive; for every \$2 dollars programmed by the MPO for an enhancement project, MassDOT will match \$1. Two projects are eligible for these enhancement funds: the *Arlington – Reconstruction of Massachusetts Avenue* and the *Cambridge – Cambridge Common* projects. Staff programmed the projects to reflect the state contribution, which made approximately \$800,000 more of target funds available in FFY 2013.

The earmark for the *Weymouth – Reconstruction and Widening of Route 18* project has decreased in value so more target funds were allocated to it in FFY 2013.

An earmark was added for the *Melrose – Intersection and Signal Improvements to Lebanon Street* project.

Staff submitted 14 projects that demonstrate emission reductions to the Statewide CMAQ Committee and all were approved by the Committee. The programming of the TIP reflects the addition of approved projects in the CMAQ category.

Public Comments

S. Pfalzer then summarized public comments received.

The cities of Newton and Salem requested changes to project evaluations scores. As a result, staff changed the scores for the *Newton – Reconstruction and Signal Improvements on Walnut Street* project to reflect the inclusion of bicycle safety features in the design, and the *Salem – Reconstruction of Canal Street* project to reflect that the project will improve access to transit, pedestrian, and bicycle access in an environmental justice area.

Also, the MPO received letters expressing the following:

- support for the *Green Line Extension to Route 16* project from the Somerville and Medford delegations and an Arlington resident
- support for programming the *Assabet River Rail Trail* project in the FFY 2016 element
- support for the *Saugus – Interchange Reconstruction at Walnut Street and Route 1* and the *Melrose – Intersection and Signal Improvements to Lebanon Street* project from State Senator Thomas McGee
- request to program the *Wrentham – Reconstruction of Taunton Street* project in the TIP from the Wrentham Board of Selectmen
- support for the *Brookline – Gateway East* project from the Brookline Housing Authority
- support for the *Wayland – Signal and Intersection Improvement at Route 27 and Route 30* from the MetroWest Regional Collaborative
- opposition to MassDOT’s proposed motion which would remove the *Marlborough – Route 85* project from the TIP from the Marlborough Commissioner of Public Works
- opposition to the *Bruce Freeman Rail Trail* project due to the development of trail parking in a residential district
- concern about the evaluation of rail trail projects, which allows them to receive points for “improving existing pavement”

Discussion

Members discussed the TIP.

In response to a question from E. Bourassa, S. Pfalzer confirmed that the \$1 million pledge from NMCOG for the *Middlesex Turnpike Improvements, Phase III* project is reflected in the TIP staff recommendation.

Michael Chong, Federal Highway Administration, asked for a list of projects programmed in the Clean Air and Mobility Program category. S. Pfalzer replied that

those projects in the FFY 2013 element are for improvements to the trail head of the Minuteman Bike Way and for the bike share program in Cambridge and Brookline.

Dennis Giombetti, MetroWest Regional Collaborative (Town of Framingham), asked for an explanation for the staff's decision on the programming of several projects. S. Pfalzer spoke to the benefits of these projects noting that staff considers a project's evaluation score, geographic equity, whether a project implements the LRPT, and the project's readiness. The *Brookline – Gateway East* project was chosen based on its evaluation, ability to be made ready in FFY 2014, and it has a private sector contribution. The *Middlesex Turnpike* project is also programmed in the LRTP and has an additional contribution from NMCOG. The *Marlborough – Route 85* project would produce safety and mobility improvements, and has CMAQ-eligible components.

Motions

Members proceeded to take motions on the TIP. Roll call votes are recorded below.

A motion to adopt the FFYs 2013 – 16 TIP as presented was made by the MBTA Advisory Board (P. Regan), and seconded by MAPC (E. Bourassa).

Members then proposed amendments to that motion.

Motion #1

A motion to amend the TIP as presented to incorporate the changes as shown in MassDOT Motion #1 was made by MassDOT (Ned Codd), and seconded by MassDOT Highway Division (J. Romano). The amendment would program the *Danvers – Reconstruction of Liberty Street* project in FFY 2013, the *Beverly – Reconstruction and Signal Improvements on Rantoul Street (Route 1A)* project in FFY 2016, and add the *Danvers, Peabody – Mainline Improvements on Route 128, Phase II* project to FFY 2014. This action would move the *Middlesex Turnpike Improvements, Phase III* project off this TIP. The motion failed.

The following members voted in favor of the amendment: MassDOT (Secretary); MassDOT (Codd); MassDOT Highway Division (Romano); MBTA; Massachusetts Port Authority; South Shore Coalition; and South West Advisory Planning Committee. The following voted against it: At-Large City (Everett); At-Large City (Newton); At-Large Town (Arlington); At-Large Town (Lexington); City of Boston (BRA); City of Boston (BTD); Inner Core Committee; MBTA Advisory Board; MAPC; MetroWest Regional Collaborative; Minuteman Advisory Group on Interlocal Coordination (MAGIC); North Shore Task Force; North Suburban Planning Council; Regional Transportation Advisory Council; and Three Rivers Interlocal Council.

During the discussion prior to the vote on Motion #1, Tina Cassidy, North Shore Task Force (City of Beverly), emphasized the importance of the Beverly project as it is critical for the transit oriented development planned in the city and because of the upcoming construction of a 500-space parking garage at the commuter rail station.

Richard Canale, At-Large Town (Town of Lexington), asked about the readiness of the *Assabet River Rail Trail* project. N. Codd stated that the 25% design is under review and may require a resubmission. The project is estimated to be ready in FFY 2016.

E. Tarrallo raised a question about why MassDOT is proposing to move the *Danvers, Peabody – Mainline Improvements on Route 128, Phase II* project ahead of the longstanding *Middlesex Turnpike* project. D. Mohler stated that the Route 128 project is at 100% design and that it addresses safety and traffic flow on Route 128. MassDOT believes that the project should not be omitted from the TIP. E. Tarallo suggested using the remaining discretionary funds for the project.

Richard Reed, MAGIC (Town of Bedford), expressed opposition to the motion and urged other members to oppose it as well. He reminded members that *Middlesex Turnpike* project was previously programmed on the TIP and was taken off. He spoke about the commitment of the three towns to the project, and the funds they have invested because they believed the MPO would support it. He stated that the MPO should give higher priority to projects that were previously on the TIP. He added that he had no concerns about adding the *Danvers – Reconstruction of Liberty Street* project to FFY 2013.

P. Regan pointed out the economic development benefits of the *Middlesex Turnpike* project. R. Reed added that the project area has been identified as a focus area by the Commonwealth as an area for job growth. He also noted that the project will also address infrastructure needs at the Shawsheen River crossing where, he stated, there have been flooding problems and culverts that are over 50 years old. In response to a question from D. Mohler, T. Domnigan stated that the culvert upgrades would cost about \$3-4 million. She added that the project design also addresses bicycle accommodation.

T. Bent asked why the bridges proposed for funding through the TIP are not funded through the Accelerated Bridge Program. D. Mohler replied that the reason is because those bridge projects are part of highway projects, and have not been separated out as solely bridge projects.

D. Giombetti spoke to the benefits of the *Marlborough – Route 85* project in terms of economic development and regional equity.

Motion #2

A motion to amend the TIP as presented to incorporate the changes as shown in MassDOT Motion #2 was made by MassDOT (N. Codd), and seconded by the Inner Core Committee (T. Bent). The amendment would move the *Brookline – Gateway East* and *Marlborough – Route 85* projects off of this TIP, and program \$8.1 million for the *Green Line Extension to Route 16* project in FFY 2016. The motion carried.

The following members voted in favor of the amendment: MassDOT (Secretary); MassDOT (Codd); MassDOT Highway Division (Romano); MBTA; Massachusetts Port Authority; At-Large City (Everett); At-Large City (Newton); At-Large Town (Arlington); At-Large Town (Lexington); City of Boston (BRA); City of Boston (BTD); Inner Core

Committee; MAPC; Minuteman Advisory Group on Interlocal Coordination (MAGIC); North Shore Task Force; North Suburban Planning Council; Regional Transportation Advisory Council; South Shore Coalition; South West Advisory Planning Committee; and Three Rivers Interlocal Council. The following voted against it: MetroWest Regional Collaborative and MBTA Advisory Board.

During a discussion about this motion, P. Regan cautioned members about programming the *Green Line Extension to Route 16* project noting that this action will result in a \$190 million future commitment by the MPO. He stated that most benefits of the *Green Line Extension* will accrue from the first segment of the project (terminating at College Avenue and Union Square). He expressed support for finding an alternate source of funding for the extension to Route 16.

E. Bourassa then expressed MAPC's support for the extension to Route 16. He remarked on the community support for the project, and the project's potential to produce a mode shift from cars to transit, promote economic development, generate tax revenue, and support smart growth and sustainable development.

T. Bent expressed agreement with E. Bourassa's points. He stated that the MPO programmed the project on the LRTP and that the project is a legal commitment. D. Mohler also expressed MassDOT's support for the project, but noted that MassDOT does not believe that this portion of the extension is a legal commitment under the State Implementation Plan.

Although supportive of the project, D. Giombetti expressed concern that the MBTA, which has a deficit and is already having problems operating the existing system, will not have the resources to operate service on the extension. He suggested deferring the extension to Route 16.

S. Olanoff stated that the Advisory Council supports the *Green Line Extension to Route 16* and the *Assabet River Rail Trail* projects.

D. Mohler advised members that if they vote to approve design funding for the *Green Line Extension to Route 16* they should commit to programming construction funding as well. The MPO should expect to have to program about \$190 million in future TIP years.

R. Canale expressed his support for the *Green Line Extension to Route 16*.

P. Regan again cautioned members about the financial implications of programming the extension to Route 16. He also noted that \$1 billion has already been committed to the *Green Line Extension* to College Avenue and Union Square.

Motion #3

A motion to program the *Danvers – Reconstruction of Liberty Street* project in FFY 2013 and the *Brookline – Gateway East* project in FFY 2014 was made by MAGIC (R. Reed),

and seconded by the Inner Core Committee (T. Bent). This action would not add the *Marlborough – Route 85* project into this TIP.

A motion to amend the previous motion to program the *Danvers – Reconstruction of Liberty Street* project in FFY 2013, the *Salem – Reconstruction of Canal Street* project in FFY 2014, and the *Brookline – Gateway East* project in FFY 2016 was made by the North Suburban Planning Council (E. Tarallo), and accepted and seconded by MAGIC (R. Reed). The motion carried.

The following members voted in favor of the amendment: MassDOT Highway Division (Romano); MBTA; Massachusetts Port Authority; MBTA Advisory Board; At-Large City (Everett); At-Large City (Newton); At-Large Town (Arlington); At-Large Town (Lexington); City of Boston (BRA); City of Boston (BTD); Inner Core Committee; MAPC; Minuteman Advisory Group on Interlocal Coordination (MAGIC); North Shore Task Force; North Suburban Planning Council; Regional Transportation Advisory Council; and South Shore Coalition. The following voted against it: MassDOT (Secretary); MassDOT Highway Division (Romano); MetroWest Regional Collaborative; South West Advisory Planning Committee; and Three Rivers Interlocal Council.

During a discussion of the amended motion, D. Giombetti and Tom O'Rourke, Three Rivers Interlocal Council (Town of Norwood/NVCC), asked for consideration for programming the *Marlborough – Route 85* project in FFY 2016. The motion was not amended, however.

Motion #4

A motion to program the *Marlborough – Route 85* project in FFY 2016 and reduce funding for the Clean Air and Mobility Program by \$1.2 million was made by MassDOT (N. Codd), and seconded by the North Suburban Planning Council (E. Tarallo).

During a discussion of the motion, E. Bourassa advocated for saving funds for the Clean Air and Mobility Program, which he said has been a successful program for funding small projects that improve air quality and mobility. L. Dantas then proposed an alternative to protect that funding and leave \$3 million for the program (see motion below).

A motion to amend the previous motion to program the *Hanover – Reconstruction of Route 53* in FFY 2014 and the *Marlborough – Route 85* project in FFY 2016 (leaving \$3 million for the Clean Air and Mobility Program) was made by MassDOT (N. Codd), and seconded by MAPC (E. Bourassa). The motion carried unanimously.

Motion #5

L. Dantas suggested that the MPO set-aside funds for a new Intersection Improvement Program that would fund low-cost, high-impact projects to address congestion issues. Projects could include signal retimings and upgrades, restriping pavement, and the implementation of innovative technologies. The MPO's new Congestion Management Process Committee could work with municipalities to implement such projects.

E. Bourassa asked for MassDOT's opinion on the proposed program. D. Mohler replied that the projects funded through the program would have to be on federal-aid eligible roadways and go through the federal design and procurement processes. MassDOT would have to manage the projects.

A motion to program \$350,000 in FFY 2013 for an Intersection Improvement Program was made by the Massachusetts Port Authority (L. Dantas), and seconded by the Inner Core Committee (T. Bent). The motion carried unanimously.

Motion #6

A motion to release the Draft FFYs 2013 – 16 TIP, as amended today, for a 30-day public review period, was made by MAGIC (R. Reed), and seconded by the MassDOT Highway Division (J. Romano). The motion carried with one abstention by the MBTA Advisory Board.

Motion #7

A motion to reprogram the *Woburn – Bridge Replacement, New Boston Street over MBTA* and *Woburn – Montvale Avenue* projects from the FFY 2020 – 25 timeband of the LRTP to the FFY 2016 – 20 timeband of the LRTP was made by the North Suburban Planning Council (E. Tarallo), and seconded by the Inner Core Committee (T. Bent).

A motion to table the motion and take up the item at the MPO meeting of May 3 was made by the MBTA (Joe Cosgrove), and seconded by the Inner Core Committee (T. Bent). The motion carried unanimously.

10. State Implementation Plan Update – David Mohler, MassDOT

The monthly status report on the implementation of the projects in the State Implementation Plan was distributed. The following updates since the last report were reported:

Fairmount Line Improvement Project

The completion date for the construction of the Four Corners Station was delayed due to the need for re-engineering because of the discovery of a rock vein. The construction of the Newmarket Station has also been delayed due to the discovery of a power duct bank for the South Bay Shopping Center, which was not documented. The construction advertisement for the Blue Hill Avenue Station has been delayed one month to December 2012; the estimated completion date for the project is in the summer of 2015.

Construction of 1,000 New Parking Spaces

The Wonderland Parking Garage is 95% complete and scheduled to open on June 30.

Red Line – Blue Line Connector (Design)

MassDOT is awaiting the Department of Environmental Protection's response to its petition to remove the *Red Line – Blue Line Connector (Design)* from the State Implementation Plan.

Green Line Extension

MassDOT has submitted a New Starts application for the *Green Line Extension* project and is expecting have a federal response by late April. MassDOT is also expecting a federal response regarding its Finding of No Significant Impact (FONSI). Right-of-way work continues on the project and station design meetings are being held.

11. Members Items

J. Romano announced that MassDOT will be starting work on the Tobin Bridge on April 30. This work will require a lane reduction through November. L. Dantas raised a concern about the possibility that the work will be coinciding with work on the Callahan Tunnel, thereby impacting two harbor crossing at once. J. Romano stated that the two projects would be coordinated. J. Errickson also noted that work on Route 99 will also have traffic impacts on the area.

12. Adjourn

A motion to adjourn was made by the Inner Core Committee (T. Bent), and seconded by the At-Large Town (Town of Arlington) (Wayne Chouinard). The motion carried.

**Boston Region Metropolitan Planning Organization Meeting Attendance
Thursday, April 19, 2012, 10:00 AM**

Members

At-Large City (City of Everett)
At-Large City (City of Newton)
At-Large Town (Town of Arlington)
At-Large Town (Town of Lexington)
City of Boston (Boston Redevelopment Authority)
City of Boston (Boston Transportation Department)
Federal Highway Administration
Inner Core Committee (City of Somerville)
Massachusetts Department of Transportation

MassDOT Highway Division
Massachusetts Bay Transportation Authority (MBTA)
Massachusetts Port Authority
MBTA Advisory Board
Metropolitan Area Planning Council

MetroWest Regional Collaborative (Town of Framingham)
Minuteman Advisory Group on Interlocal Coordination
(Town of Bedford)
North Shore Task Force (City of Beverly)
North Suburban Planning Council (City of Woburn)
Regional Transportation Advisory Council
South Shore Coalition (Town of Braintree)
South West Advisory Planning Committee (Town of Medway)
Three Rivers Interlocal Council (Town of Norwood/NVCC)

Representatives and Alternates

James Errickson
David Koses
Wayne Chouinard
Richard Canale
Lara Mérida
Tom Kadzis
Michael Chong
Tom Bent
David Mohler
Ned Codd
John Romano
Joe Cosgrove
Lourenço Dantas
Paul Regan
Eric Bourassa
Eric Halvorsen
Dennis Giombetti
Richard Reed

Tina Cassidy
Ed Tarallo
Steve Olanoff
Christine Stickney
John Foresto
Tom O'Rourke

MPO Staff/Central Transportation Planning Staff

Karl Quackenbush, Executive Director

Daniel Amstutz

Michael Callahan

Maureen Kelly

Robin Mannion

Anne McGahan

Elizabeth Moore

Efi Pagitsas

Sean Pfalzer

Mary Ellen Sullivan

Pam Wolfe

Other Attendees

Jessica Abramaid

Office of State Representative Paul Brodeur

Cameron Bain

Tri-Community Bike/Greenway

Roland Bartl

Town of Acton

Elisabeth Bayle

Medford Hillside resident

Bob Beshara

City of Melrose

Tom Broadrick

Town of Duxbury

Pat Brown

Paul Carter

AECOM

Callida Cenizal

MassDOT Office of Transportation Planning

Rep. Thomas Conroy

State Representative

John Curran

Town of Billerica

Bill Deignan

City of Cambridge

Betsy DeWitt

Brookline Board of Selectmen

Lauren DiLorenzo

City of Medford

Mayor Rob Dolan

City of Melrose

Trish Domingan

Vanasse Hangen Brustlin, Inc.

Mayor Kim Driscoll

City of Salem

John R. Elliot

Medford Hillside resident

Jim Fitzgerald

Boston Redevelopment Authority

Stephen Fogg

Town of Weston

Dennis Harrington

City of Quincy

Tom Holder

Town of Medway

Justin Howard

Northern Middlesex Council of Governments

Sen. Patricia Jehlen

State Senator

Kristina Johnson

City of Quincy

Suzanne Kennedy

Town of Medway

Mel Kleckner

Town of Brookline

Timothy Kochan

MassDOT District 5

Ken Krause

Medford resident

Jeff Levine

Town of Brookline

Rafael Mares

Conservation Law Foundation

Anthony Marino

Town of Hanover

Paul McClory	Office of State Senator Katherine Clark
John Moberger	City of Lynn
Hayes Morrison	City of Somerville
Joe Onorato	MassDOT Highway
Rep. Alice Peisch	State Representative
Chris Reilly	Town of Lincoln
Amanda Richard	Office of State Senator McGee
Victor Rivas	MBTA
Chan Rogers	Town of Medway
Barbara Rubel	Tufts University
Beth Rudolph	Town of Winchester
Laura Ruma	Medford resident
John G. Sanchez	Town of Burlington
Sarkis Sarkisian	Town of Wayland
Mayor William Scanlon	City of Beverly
John Scenna	City of Melrose
Rep. Carl Sciortino	State Representative
Gautam Sen	MassDOT
Craig Sheehan	MassDOT Right-of-Way
Kelsey Smithwood	Office of State Senator Jamie Eldridge
Tom Stokes	Howard Stein Hudson
Ann Sullivan	MassDOT
Corey Testa	Office of State Representative Alice Peisch
Bill Travers	MassDOT District 5
Mark Warren	Tri-Community Greenway
Margaret Weigel	Medford resident