

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

November 7, 2013 Meeting

10:00 AM – 12:00 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 revised work program for *the Massachusetts Turnpike Boston Ramps and Bowker Overpass Study – Technical Support* project
- release draft Amendment Three of the Long-Range Transportation Plan (LRTP), *Paths to a Sustainable Region*, for a 30-day public review period
- release draft Amendment One of the FFYs 2014-17 TIP, including a grant for the *Quincy Center Multimodal Enhancement and Preservation* project, for a 30-day public review period
- approve the minutes of the meetings of September 12, October 3, and October 17, 2013

Meeting Agenda

1. Public Comments

Kristina Johnson, City of Quincy, provided an update on the status of the *Quincy Center Multimodal Enhancement and Preservation* project. The City of Quincy was awarded a \$978,000 Transportation Community and System Preservation Program (TCSP) grant for this project; the grant was programmed in the FFY 2013 element of the TIP. The City, in partnership with the MBTA, will use the grant to begin preliminary design of a new MBTA station in Quincy Center. An RFP for the project was released over the summer and the Mayor appointed a selection committee to review proposals. This process concluded on September 11. The City is currently negotiating with the highest ranked firm and has reached out to MassDOT Highway Division to begin executing a design agreement. The Federal Highway Administration (FHWA) has not yet obligated the grant funds for this project. The City is awaiting guidance on this matter. In the meantime, the City is requesting that the MPO reprogram the grant in the FFY 2014 element of the TIP.

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

There was none.

3. Committee Chairs' Reports —*Sreelatha Allam, MassDOT*

S. Allam, Chair of the Unified Planning Work Program (UPWP) Committee, reported that the committee would meet at about 1 PM today to discuss the fourth quarter spending report for FFY 2013 and the staff and schedule assignments for FFY 2014.

4. Regional Transportation Advisory Council Report—*David Montgomery, Chair, Regional Transportation Advisory Council*

D. Montgomery reported that the Advisory Council will be holding a Program Committee session on November 13 as the Council embarks on a new year. He expressed that the Council's charter specifies that interactions between the Council and the MPO are intended to be a "two-way street," and he welcomed the MPO members to participate in the meeting next week.

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

K. Quackenbush reported that revisions to the work program for the *Long-Range Transportation Plan, FFY 2014* have been posted on the MPO's website. The revisions were made in response to members' feedback. They reflect the members' interest in having a strengthened connection between the LRTP work and the work of the Metropolitan Area Planning Council (MAPC), and with the Congestion Management Process. They also highlight junctures in the LRTP planning process when there are opportunities for municipalities to provide feedback to the MPO. Lastly, the number of planning scenarios that will be conducted in this fiscal year and the process for planning for additional scenarios next fiscal year are specified.

6. Work Program Amendment: Massachusetts Turnpike Boston Ramps and Bowker Overpass Study - Technical Support—*Karl Quackenbush, Executive Director, Central Transportation Planning Staff*

Members were provided with a revised work program for *the Massachusetts Turnpike Boston Ramps and Bowker Overpass Study – Technical Support* project. K. Quackenbush discussed the revisions.

This work program was first presented to and approved by the MPO in February 2013 and work has been ongoing. The work program supports MassDOT's study of how to provide better connections from the Turnpike to the Back Bay, Fenway, and Longwood areas of Boston through possible provision of new ramps. Through this effort, staff is conducting traffic analyses associated with four possible highway ramp configurations.

Since the work program was first presented and approved, MassDOT has asked CTPS to conduct additional analyses associated with four possible alternatives for the Bowker Overpass and to conduct traffic analyses on additional intersections. In addition, CTPS would examine the issue of bicycle and pedestrian accommodations, and conduct certain environmental justice and air quality analyses. The findings will be documented in a report.

MassDOT will be allocating an additional \$100,000 in SPR funds for the additional work. The total project cost is now \$208,103. The study is projected to be complete by April 2014.

Discussion

Tom Bent, Inner Core Committee (City of Somerville), asked how the additional work would affect the project schedule. K. Quackenbush replied that there are a couple of staff members who are able to work on the additional tasks and that CTPS is also recruiting new staff. He also noted that the work is funded through an SPR contract with MassDOT; when MassDOT asks CTPS to work more on a particular project, staff will be working less on other SPR funded work.

Jim Gillooly, City of Boston, noted that it was not possible for improvements to the Bowker Overpass area to be addressed as part of the Central Artery/Tunnel project.

D. Montgomery inquired if the crash data that would be examined would include bicycle and pedestrian crash reports. K. Quackenbush replied, yes, that the data includes vehicle on vehicle crashes as well as vehicle crashes with bicyclists and pedestrians.

Rafael Mares, Conservation Law Foundation, asked for confirmation that greenhouse gas (GHG) emissions would be considered when the air quality analyses are conducted. K. Quackenbush confirmed that CTPS includes GHG analyses in all of its air quality work now.

A motion to approve the revised work program for *the Massachusetts Turnpike Boston Ramps and Bowker Overpass Study – Technical Support* project was made by the Inner Core Committee (City of Somerville) (Tom Bent), and seconded by MAPC (Eric Bourassa). The motion carried.

7. Long-Range Transportation Plan: Amendment Three—Anne McGahan, MPO Staff

Members were presented with draft Amendment Three of the Long-Range Transportation Plan (LRTP), *Paths to a Sustainable Region*, and A. McGahan gave an overview of the proposed amendment.

The amendment is being proposed in order to program two federal grants. The first grant is a federal Transportation Investment Generating Economic Recovery (TIGER) grant for the *Connect Historic Boston* project. The second is a grant from the Federal Railroad Administration (FRA) for environmental planning and preliminary design for the *South Station Expansion and Layover Facility* project.

Both projects cost in excess of \$10 million each; the Federal Highway Administration (FHWA) requires that federally funded projects costing more than \$10 million to be programmed in the LRTP. The proposed amendment updates Table One of the LRTP, which lists major infrastructure and expansion projects programmed with highway funding. It also includes descriptions of the two projects. This proposed amendment would be consistent with a proposed amendment to the TIP (presented under the next agenda item).

Connect Historic Boston

The *Connect Historic Boston* project is an initiative of the National Park Service and the Boston Transportation Department to promote improved access for visitors and workers in the downtown historic area. The City of Boston was selected by the US Department of Transportation to receive a \$15.5 million TIGER grant. The City will provide a \$5.3 million match and contribute an additional approximately \$2.2 million for design and construction management costs. The total project cost is \$23 million.

The City of Boston provided handouts showing the proposed designs for four component projects in the *Connect Historic Boston* project:

- *Connect Historic Boston Bike Trail*: Staniford, Causeway and Commercial Streets would be improved to have separated bicycle lanes, space for group travel, bidirectional routes, and way finding to park sites.
- *Constitution Road*: Constitution Road, the primary entry way to the Charlestown Navy Yard, will be transformed into a multimodal street with space for pedestrians and bicyclists.
- *Blackstone Block*: The Blackstone Block will be redesigned to create a curbless shared-street environment and a new pedestrian network that will link Haymarket Station to Faneuil Hall and the National Park Service Visitor Center.
- *Joy Street*: The African American National Historic Site and Black Heritage Trail are close to transit stops and bicycle routes, but the surrounding roadways are dominated by vehicular traffic. This project will facilitate shared use and improve accessible routes into the neighborhood.

South Station Expansion and Layover Facility

Through the *South Station Expansion and Layover Facility* project MassDOT will expand South Station and its southside train layover facility. MassDOT will use a \$43 million FRA grant for the environmental review and preliminary engineering work, which will bring the project to the 30% design stage.

MassDOT is studying four alternatives for expanding South Station:

- *Future No Build Alternative*: This alternative assumes that the current South Station facilities remain in place. It will be used as a comparison for the build alternatives.
- *Future Build Alternative One*: This alternative includes expanding the South Station tracks, platforms, concourse, and passenger facilities on the adjacent facility currently owned by the US Postal Service. It also includes a re-opened Dorchester Avenue and an additional off-site vehicle layover space.
- *Future Build Alternatives Two and Three*: These alternatives include the expansion of station facilities in Alternative One along with a re-opening of Dorchester Avenue, off-site layover facilities, and other potential developments over and around the station.

The expansion of South Station will include the following: more train tracks to improve high-speed and inter-city rail service; improved infrastructure to allow more efficient and flexible train movements into and out of the station; more train storage space to prevent out of service trains from blocking the tracks; more platforms; more customer amenities; and more signs, interactive kiosks, and clearly defined pathways; and expanded layover yards.

Neither the *Connect Historic Boston* project nor the *South Station Expansion and Layover Facility* project are using MPO target funds.

Discussion

Paul Regan, MBTA Advisory Board, inquired about the issues surrounding the potential acquisition of the postal facility for the expansion of South Station. D. Mohler explained that MassDOT is in discussions with the US Postal Service regarding the acquisition of its General Mail Facility. The Postal Service appears amenable to selling and relocating its facility if another suitable space can be found in South Boston. No formal agreements have been made, however.

John Romano, MassDOT Highway Division, noted that the proposed *Connect Historic Boston Trail* would cross two roadways that are owned by MassDOT. He asked if the City of Boston plans to meet with MassDOT District 6 regarding changes to Causeway

Street. Jim Gillooly, City of Boston, replied that the City has been talking with District 6 and FHWA. Michael Chong, FHWA, added the FHWA has met repeatedly with the City and that the project is on an aggressive schedule to have a PS&E and permits in place by next summer.

A motion to release draft Amendment Three of the LRTP, *Paths to a Sustainable Region*, for a 30-day public review period was made by the MassDOT Highway Division (J. Romano), and seconded by the City of Boston (J. Gillooly). The motion carried.

8. Transportation Improvement Plan: Amendment One—Sean Pfalzer, MPO Staff

Members were presented with draft Amendment One of the FFYs 2014-17 Transportation Improvement Program (TIP). S. Pfalzer gave an overview of the proposed amendment.

The reason for the proposed amendment is to reflect cost increases to several MassDOT projects; document the two federal grants included in the LRTP Amendment Three; reprogram earmarks that were previously programmed in the FFY 2013 element, but not obligated in that year; adjust the costs of two bridge projects; and remove one bridge project.

The details are as follows:

- cost increases to the following projects
 - *Bellingham – Bridge Demolition, B-06-011, Route 126 over CSX Railroad and Installation of Bike Path Culvert*
 - *Weymouth, Braintree, Quincy – Resurfacing and Related Work on Route 3*; the cost increase is associated with the submission of the 25% design plans
 - *Burlington, Chelmsford – Pavement Preservation on Route 3*; the cost increase is a result of an expansion of the scope of work
- removal of the *Chelsea – Bridge Replacement, C-09-001, Washington Avenue over the MBTA and B&M Railroad* project from the TIP; this project will be funded with non-federal aid
- reprogramming of the following earmarks from the FFY 2013 element to the FFY 2014 element:
 - *Boston – Reconstruction of Rutherford Avenue*
 - *Somerville – Reconstruction of Beacon Street*
- programming two federal grants:

- a TIGER grant for the *Connect Historic Boston* project; the City of Boston is providing a 25% over-match and an additional \$2.19 million for this project
- a FRA grant for the *South Station Expansion and Layover Facility* project
- reduction in the amount of Grant Anticipation Notes (GANS) funds being applied to the *Everett, Medford – Bridge Replacements, Revere Beach Parkway (Route 16), E-12-004=M-12-018 over the Malden River (Woods Memorial Bridge), and M-12-017 over MBTA and Rivers Edge Drive* project; the remaining portion of the project will be paid for with non-federal aid

In closing, S. Pfalzer noted that if members approve of the City of Quincy's request for the programming of the TCSP grant for the *Quincy Center Multimodal Enhancement and Preservation* project, then those funds would be programmed under Section 1C of the TIP tables. The total cost of the project would be approximately \$1.2 million.

Discussion

Dennis Crowley, South West Advisory Planning Committee (Town of Medway), raised a question about the *Burlington, Chelmsford – Pavement Preservation on Route 3*. He noted that the roadway was widened several years ago and inquired as to why it is being repaved so soon. David Anderson, MassDOT, explained that for this new project, a thin overlay will be applied to 20.6 miles of Route 3 to maintain the pavement. This method is the most cost effective way to maintain pavement, he said.

James Errickson, At-Large City of Everett, inquired about the cost increases to the *Weymouth, Braintree, Quincy – Resurfacing and Related Work on Route 3* and the *Burlington, Chelmsford – Pavement Preservation on Route 3* projects. D. Anderson noted that the cost increases are due largely to bridge preservation work. These cost increases are offset by projects in other regions that have reduced in cost.

J. Errickson asked that staff make a note on the TIP tables to clarify that the cost of the *Everett, Medford – Bridge Replacements* project remains \$81 million despite the change in the allocation of funding.

A motion to release draft Amendment One of the FFYs 2014-17 TIP, as presented and including the grant for the *Quincy Center Multimodal Enhancement and Preservation* project, was made by the City of Boston (J. Gillooly), and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

9. MPO Meeting Minutes—Maureen Kelly, MPO Staff

A motion to approve the minutes of the meeting of September 12 was made by MAPC (E. Bourassa), and seconded by the MetroWest Regional Collaborative (Town of

Framingham) (Dennis Giombetti). The motion carried. The MBTA Advisory Board (P. Regan) abstained.

A motion to approve the minutes of the meeting of October 3 was made by MAPC (E. Bourassa), and seconded by the City of Boston (J. Gillooly). The motion carried. The MBTA Advisory Board (P. Regan) abstained.

A motion to approve the minutes of the meeting of October 17 was made by the MassDOT Highway Division (J. Romano), and seconded by the City of Boston (J. Gillooly). The motion carried. The following members abstained: Inner Core Committee (City of Somerville) (T. Bent); MBTA Advisory Board (P. Regan); and Minuteman Advisory Group on Interlocal Coordination (Town of Bedford) (Richard Reed).

10. FFY 2014 Certification Activities Schedule and Work Plans and AACT Work Plan—Karl Quackenbush, Executive Director, Central Transportation Planning Staff

Members were presented with a schedule and the work plans for the Certification Activities work that the MPO staff will conduct in FFY 2014, and the work plan describing the MPO staff's support work for the Access Advisory Committee to the MBTA (AACT) in FFY 2014.

Certification Activities Work Plans

K. Quackenbush introduced the Certification Activities work plans by noting that the MPO staff conducts work under three main categories: discrete projects that are agency funded; discrete projects that are MPO funded; and ongoing 3C-funded activities. Generally, the MPO reviews work programs for both agency-funded and MPO-funded discrete projects.

Historically, the MPO has not reviewed work plans for ongoing 3C-funded work (with the exception of the work programs for the LRTP and Congestion Management Process). This ongoing work includes activities, such as database development, computer system administration, and other technical work that keeps the MPO federally-certified. In addition, this ongoing work includes the core Certification Activities work done by the staff, and it is this work that is described in the work plans presented today.

Staff has prepared work plans for these Certification Activities this year in order to sharpen the staff's precision in planning this year's activities, to enhance transparency of this work, and to invite members' input. Unlike the work *programs* that members review, these work *plans* do not require a vote of the MPO.

He then gave an overview of the seven work plans.

The work plan for the *Transportation Improvement Program (TIP)* documents the annual process for developing the four-year TIP, which members are very familiar with. Approximately 75% of the TIP budget is devoted to developing the upcoming TIP and 6% for managing amendments to the current document. There are several new activities documented in the work plan. One activity would analyze TIP projects and programs collectively to evaluate how well they are advancing the MPO's visions and policies. Another would improve the greenhouse gas (GHG) emissions spreadsheet tool used to estimate the GHG emissions likely to result from the implementation of shared-use path projects. Another would develop a TIP project impact tool to evaluate the potential impacts of proposed TIP projects. This tool will be initially used internally but could eventually be offered for wider use.

The work plan for the *Unified Planning Work Program (UPWP)* describes the activities associated with the crafting of next year's UPWP. In this coming year, the criteria used to select UPWP projects may be updated, and staff will be looking for ways to improve its practice for developing the UPWP.

The work plan for *3C Planning and MPO Support* includes nine distinct activities. They are as follows:

- support to the MPO and its committees
- researching planning topics that have been identified by the MPO's federal partners or that are otherwise of concern (these activities yield reports to the MPO such as the previously presented white paper on all-hazards planning)
- subregional outreach
- support to the Regional Transportation Advisory Council
- production of the newsletter, *TRANSREPORT*
- conducting the public participation process
- maintaining the MPO's website
- professional development activities
- the production of graphics

K. Quackenbush noted that as part of the public participation work this year, the MPO's Public Participation Plan will be updated. This plan is core to the MPO's activities to engage the public in the MPO's work. It describes the MPO's public outreach goals and the means and media that will be used to reach those goals. Staff will be discussing this plan with MPO members in the near future.

The work plan for *Air Quality Conformity Determinations* entails analyses done to ensure that the projects comprising the LRTP and TIP are in conformity with federal air

quality regulations. The Boston Region MPO area is in attainment for ozone, but Boston, the surrounding municipalities, and the Town of Waltham are under maintenance status for carbon monoxide. For that and other reasons, conformity is still a requirement here. This work plan also includes tasks for analyzing projects funded through the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The work plan for *Air Quality Support Activity* complements the activities in the work plan for *Air Quality Conformity Determinations*. This plan includes the following activities: analyzing transportation control measures for state agencies; providing support for state agencies' climate change initiatives; assisting in the development of mobile source emission budgets for the State Implementation Plan (SIP); and ongoing technical support to agencies.

The work plan for *Boston Region MPO Title VI Reporting* describes the ongoing program that ensures that the MPO is in compliance with Title VI of the federal Civil Rights Act of 1964 and that the MPO is not discriminating on the basis of race, color, or national origin. As a subrecipient of federal funds through MassDOT, the MPO is subject to Title VI. This year's activities include the development of a Triennial Title VI Report. MassDOT will lead the effort and provide guidance to all MPOs in the state on how to go about this.

Lastly, the work plan for *Transportation Equity/Environmental Justice Support* relates to activities the MPO conducts to understand the mobility needs of populations of concern, such as people with low incomes, people with limited English proficiency, minorities, people with disabilities, and elders. This year, staff will be working to update the Coordinated Human-Services Transportation Plan, which details transportation services in the region, identifies gaps in service, and identifies strategies to meet transportation needs. A regional forum will be held in January associated with this update.

K. Quackenbush invited members to provide feedback to the MPO staff regarding these activities.

Discussion

D. Crowley inquired about the overhead rate reflected in the work plan budgets. K. Quackenbush replied that the overhead rate is arrived at during the annual crafting of the CTPS operating budget. This rate, along with other elements of the operating budget, is approved by the MPO's Administration & Finance Committee each year. The current operating budget contains an overhead rate of 97.42%. D. Crowley commended the staff for maintaining such a modest rate.

Tom Kadzis, City of Boston, suggested that staff modify the text in Task 1 of the work plan for *Air Quality Conformity Determinations* to clarify that an air quality conformity determination must be performed for regionally significant projects that add capacity to the transportation system, not only those that cost over \$10 million. A. McGahan then noted that the projects proposed in the draft Amendment Three of the LRTP do not add capacity to the system.

D. Mohler asked why professional development activities referenced in the work plan for *3C Planning and MPO Support* are charged to 3C contracts while the professional development activities referenced in the general operating budget are charged to overhead. Robin Mannion, Deputy Executive Director of CTPS, explained that the professional development line item in the *3C Planning and MPO Support* work plan would cover staff who travel or attend conferences under 3C-funded contracts. CTPS receives prior approval from MassDOT to charge these contracts. Typically, if a staff person is traveling to an out-of-state conference with prior approval from MassDOT, that person would charge a professional development number associated with the contract they are working under. The line item in the CTPS operating budget for “training” refers to activities in which CTPS pays a vendor for services, such as classes or courses. In those cases, staff would charge their time to overhead. In most cases, if a staff person attends an in-state conference, he or she would charge their time to overhead.

D. Mohler raised questions about the tasks in the work plans for the *TIP* and *UPWP* for “identifying opportunities to improve the document process” and the task in the work plan for *Transportation Equity/Environmental Justice Support* for “tracking and integrating innovations in transportation equity planning.” He noted that the staff times allotted to those tasks differ under each work program, and he asked if the director was comfortable with those allocations of time, including a relatively small amount of time for improving the environmental justice work. K. Quackenbush replied affirmatively. Later in the meeting, K. Quackenbush returned to this subject and noted that there is a discrete 3C-funded project in the *UPWP* to identify ways to improve analyses related to Title VI and environmental justice; hence, it is appropriate that the time allocated to seeking innovations in transportation equity planning in the *Transportation Equity/Environmental Justice Support* work plan is relatively modest.

Ed Tarallo, North Suburban Planning Council (City of Woburn), asked if staff is seeking the MPO’s approval on the work plans presented or if they are part of another approval process. K. Quackenbush replied that a vote is not required. The work plans are being shared with the members for their information, and members are invited to provide feedback to staff. D. Mohler added that by approving the annual *UPWP* members have given approval for staff to conduct this work.

Tom O'Rourke, Three Rivers Interlocal Council (Town of Norwood/NVCC), suggested that staff consider using social media in their outreach. Pam Wolfe, MPO staff, noted that the staff does have a Twitter account and that social media will be considered in the update to the Public Participation Plan.

AACT Work Plan

The work plan for the *Access Advisory Committee Support* is conducted by the Certification Activities Group, but is distinguished from the plans mentioned previously because it is not a certification activity requirement. This work plan supports the MBTA in its work to meet the requirements of the Americans with Disabilities Act (ADA) by providing support to the Access Advisory Committee to the MBTA (AACT).

AACT is an outgrowth of an advisory group called the Special Needs Advisory Committee, which was established to provide advice to the MBTA on improving accessible transportation services in the Boston area for people with disabilities and seniors. The AACT advises the MBTA on accessibility issues and votes on selecting a contractor for the MBTA's paratransit service, THE RIDE.

The work plan for the *Access Advisory Committee Support* entails providing staff support to the AACT, including coordination, logistical support, communications, agenda set-up, and meeting support. It also involves communicating information from the MBTA to AACT and the disability community, and vice versa, and supporting the Mobility Assistance Program. This year's work plan also includes support to a Disability Forum that AACT will hold in November.

Discussion

D. Crowley asked if the AACT is entirely funded by the MPO. K. Quackenbush replied yes, that AACT has no other funding source.

D. Crowley asked why MPO funds are being used to fund an MBTA program. K. Quackenbush noted that an argument could be made that the MBTA should fund the program; however, no other funding source has been available, and the MPO has been happy to fund the program. D. Mohler noted that the MPO has been funding AACT for nearly 20 years.

P. Regan remarked that by not being funded by the MBTA, the AACT can remain independent from the MBTA, which is necessary for maintaining AACT's ability to have the conversations it needs to have with the MBTA. He also noted that a new approach to providing statewide paratransit services is being considered, and that this approach would be multi-organizational unlike the current "siloe" system where each regional transit authority (RTA) provides paratransit services.

D. Montgomery inquired as to whether there is an expectation that the Regional Transportation Advisory Council would have an independent relationship with AACT. P. Wolfe replied no.

David Koses, At-Large City of Newton, asked whether the AACT gives advice regarding capital improvement projects. P. Wolfe replied that the AACT reviews MBTA station plans and vehicle procurements, and discusses MBTA policy matters and procedures concerning THE RIDE.

D. Koses then asked if AACT has or could develop a priority project list. P. Wolfe noted that the MBTA is preparing to present its priority list for working with AACT including the presentation of station project plans to the AACT.

J. Errickson asked whether the AACT reviews the actions of other RTAs in the region. P. Wolfe replied that the AACT's purpose, as defined in its memorandum of understanding with the MBTA, is to advise the MBTA.

Certification Activities Schedule

P. Wolfe provided an overview of the Certifications Activities schedule for FFY 2014, which is similar to last year's schedule.

Ongoing work includes public involvement, the production of *TRANSREPORT*, and website maintenance. Staff is working on an update to the Public Participation Program, which will be finished in June 2014. The outreach for that plan will be coordinated with the outreach for the TIP and UPWP. Upcoming outreach events will include TIP and UPWP Building Seminars in December and Be Informed, Be Involved sessions in January and March. Outreach regarding the Certification Activities plans – the TIP, UPWP, and LRTP – will be coordinated in March, May, and June.

AACT and Advisory Council meetings will take place each month. Air quality work will continue year round. Transportation Equity work will also continue throughout the year and will include a Human Services and Equity in Transportation Forum in January that is being organized in partnership with MAPC, the Executive Office of Health and Human Services, and the MassDOT Statewide Mobility Manager. The Congestion Management Process, Intersection Improvement Program, the Freight Program, and Planning Topics are also ongoing activities.

The development of the TIP and UPWP is underway now and staff will be meeting with the MAPC subregional groups in November, December, and January. UPWP study ideas will be gathered at these meetings and at the aforementioned outreach events. The UPWP Committee is scheduled to meet on February 6, March 20, and March 27.

The MPO will be presented with the UPWP Committee's recommendation for the FFY 2015 UPWP on April 3.

Staff will begin evaluating projects proposed for the FFY 2015-18 TIP in February. The evaluations will be released to municipalities for their review in March. Staff will prepare a First Tier list of projects and a staff recommendation for the new TIP in March and the MPO will discuss them at their meeting on April 3.

The UPWP and TIP will be released for public review in May. Following a month of public review, the MPO will vote on to finalize the documents in June. Throughout the year, the MPO will be receiving monthly updates on the TIP from staff and addressing amendments to the TIP and other TIP matters.

She invited members' input on the program and schedule.

Discussion

In response to a question from D. Giombetti, P. Wolfe reported that the deadline for approving the LRTP is September 2015.

Wig Zamore, Somerville Transportation Equity Partnership/Mystic View Task Force, commented that staff commendably manages public outreach. He asked if staff could produce a list of public outreach events and provide it at one location on the MPO's website. P. Wolfe replied that the schedule presented today will be posted online and that specific dates of events will be posted (on the MPO's web calendar) when those dates are determined.

W. Zamore asked to what extent the public participation events provide an opportunity for the public to generate ideas for the TIP and UPWP. P. Wolfe replied that the TIP and UPWP Building sessions are open to the public and that staff announces these meetings widely. The public is also invited to submit ideas at the Be Informed, Be Involved meetings. W. Zamore stated that the staff does a good job at educating the public at these events, but indicated that it would be helpful to provide opportunities for brainstorming. P. Wolfe said that idea will be considered in the development of the Public Participation Program update.

11. Members Items

E. Bourassa reported on the results of the recent MPO election. The election was uncontested. The City of Somerville and the Town of Framingham were re-elected. Some other municipalities expressed interest in running, but chose not to run this year.

Lourenço Dantas, Massachusetts Port Authority, asked the chair to discuss the new transportation initiatives recently announced by the Governor and MassDOT Secretary Richard Davey that may affect the TIP. D. Mohler then remarked on recent statements made by the Governor that expressed renewed commitment to the following projects: the *Green Line Extension* project; *South Coast Rail*; the acquisition of new Red and Orange Line vehicles that would be manufactured in Massachusetts; the reconfiguring of Interstate 90 at the Allston interchange; and the *Silver Line Gateway*, a new Silver Line service that would use the Coughlin Bypass and provide connections between Chelsea and Boston's Seaport area (including connections to the Blue Line and the Newburyport/Rockport commuter rail line).

D. Giombetti asked if consideration was given to asking Harvard University to contribute to the cost of the project to reconfigure Interstate 90. D. Mohler noted that the project, which would straighten Interstate 90, would require taking right-of-way owned by Harvard University; therefore, there will be discussions with the University. The project will be largely funded by toll revenues.

L. Dantas asked if there is any synergy between the Interstate 90 project and the potential project that MassDOT is studying to use diesel multiple units (DMUs) on certain urban commuter rail line segments. He noted that the CSX and the Grand Junction rail lines could provide opportunities to extend transit service to Allston. D. Mohler replied that MassDOT has not yet publicly announced a commitment to provide DMU service. If DMU service is implemented, it would likely occur on the Fairmount commuter rail line first. DMU service to the Convention Center in South Boston has also been discussed in the media. He also noted that New Balance is funding the construction of a new commuter rail station in Brighton. There would be synergies between all of these projects.

L. Dantas noted that none of the projects mentioned above are included in the LRTP. D. Mohler stated that when MassDOT commits to implement those projects, they would have to be added to the LRTP.

12. Adjourn

A motion to adjourn was made by the MBTA Advisory Board (P. Regan) and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

Attendance

Members

Representatives and Alternates

At-Large City (City of Everett)	James Errickson
At-Large City (City of Newton)	David Koses
At-Large Town (Town of Arlington)	Laura Wiener
At-Large Town (Town of Lexington)	Richard Canale
City of Boston (Boston Transportation Department)	Jim Gillooly
	Tom Kadzis
Federal Highway Administration	Michael Chong
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler
	David Anderson
MassDOT Highway Division	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Joe Cosgrove
Massachusetts Port Authority	Lourenço Dantas
MBTA Advisory Board	Paul Regan
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (Town of Framingham)	Dennis Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Bedford)	Richard Reed
North Shore Task Force (City of Beverly)	Tina Cassidy
North Suburban Planning Council (City of Woburn)	Ed Tarallo
Regional Transportation Advisory Council	David Montgomery
South Shore Coalition (Town of Braintree)	Christine Stickney
South West Advisory Planning Committee (Town of Medway)	Dennis Crowley
Three Rivers Interlocal Council (Town of Norwood/NVCC)	Tom O'Rourke

Other Attendees	Affiliation
Sreelatha Allam	MassDOT Office of Transportation Planning
Mike Gowing	Town of Acton
Eric Halvorsen	Metropolitan Area Planning Council
Kristina Johnson	City of Quincy
Rafael Mares	Conservation Law Foundation
Hayes Morrison	City of Somerville
Steve Olanoff	Regional Transportation Advisory Council
Joe Onorato	MassDOT Highway District 4
Wig Zamore	Somerville Transportation Equity Partnership / Mystic View Task Force

MPO Staff/Central Transportation Planning Staff

Karl Quackenbush, Executive Director
Maureen Kelly
Robin Mannion
Anne McGahan
Scott Peterson
Sean Pfalzer
Michelle Scott
Alicia Wilson
Pam Wolfe
