

Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

April 20, 2017 Meeting

10:00 AM – 12:10 PM, State Transportation Building, Conference Rooms 2&3, 10 Park Plaza, Boston

David Mohler, Chair, representing Stephanie Pollack, 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 of March 16, 2017
- release *Draft Amendment 3 to the Federal Fiscal Years (FFYs) 2017–21 Transportation Improvement Program (TIP)* for a 21-day public comment period
- release *Draft FFYs 2018–22 TIP* for a 21-day public comment period
- release proposed *Critical Urban and Rural Freight Corridor Designations* for a 21-day public comment period

Meeting Agenda

1. Introductions

See attendance on page 11.

2. Public Comments

Len Simon (Selectman, Town of Sudbury) spoke in support of TIP project #608164 (Bruce Freeman Rail Trail, Phase IID). L. Simon noted that Representative Chris Walsh of Framingham has submitted a letter to the MPO expressing support for project #608164. State Senator Jamie Eldridge and Representative Carmine Gentile have also expressed their support.

Mary Ann Cooley (Chair, Board of Selectmen, Town of Needham) advocated for project #606635 (Reconstruction of Highland Ave., Needham St. and Charles River bridge, Newton and Needham). This project is currently programmed in FFY18 but the proposed TIP has the MPO programming it in FFYs 2019 and 2020 to accommodate the time needed to secure right of way. M. Cooley expressed support for the project, but is concerned about funding #606635 across two years, stating that both Needham and Newton would strongly prefer the project be funded entirely in FFY19.

Barney Heath (Planning Director, City of Newton) reported that project #606635 proponents met with MassDOT Highway Administrator Thomas J. Tinlin and have a better understanding of the right of way issue (that is causing the project's delay). B. Heath stressed that the timing of this project is critical for economic development and urged MassDOT to marshal the resources necessary to keep the project in FFY18. He stated that Newton's MPO representative would vote against any programming scenario moving the project into FFYs 2019-20.

Dmitriy Gridnev (Office of State Representative Ruth B. Balser, Newton) expressed Rep. Balser and State Senator Cynthia Creem's support for project #606635 and the comments submitted by the City of Newton.

Greg Reibman (President, Newton-Needham Regional Chamber) expressed support for project #606635 and stressed the work done by local stakeholders, including securing a grant to create an economic development plan for the corridor.

State Senator William N. Brownsberger (Boston, Belmont and Watertown) expressed support for the inclusion of project #608806 (Watertown-Cambridge Multi-Use Path Construction (Phase II)) in Draft Amendment 3 to the FFYs 2017-21 TIP. This project connects Fresh Pond to the Charles River and satisfies a desire path for cyclists.

Tom Michelman (President, Friends of the Bruce Freeman Rail Trail) expressed thanks for the inclusion of project #608164 (Bruce Freeman Rail Trail, Phase 2D, Sudbury) in the programming scenario for the Draft FFYs 2018-22 TIP.

Beth Suedmeyer (Environmental Planner, Town of Sudbury) read a comment letter from Melissa Murphy-Rodrigues, Sudbury Town Manager, supporting the inclusion of projects #608164 and #607249 (Intersection Improvements to Route 20 and Landham Road) in the TIP.

Kevin Hunter (Malden Redevelopment Authority) expressed disappointment that project #608275 (Complete Streets Reconstruction of Exchange Street) was not included in the final programming scenario for the Draft FFYs 2018-22 TIP. K. Hunter stressed that this project would be transformative for downtown Malden and is relatively affordable compared to other projects on the TIP.

David Manugian (Public Works Director, Town of Bedford) was joined by Pete Sorensen (Project Manager, VHB) in support of project # 607738 (Minuteman Bikeway Extension). This project is currently proposed for FFY22. D. Manugian reported that the project has undergone a design change with the addition of an underpass at the western end of the Bikeway, where the trail crosses Concord Road. Due to poor sight distance, other safety

concerns, and the fact that a grade-separated crossing previously existed at this location, the underpass alternative was selected. This change was included in the 25% design plans submitted to MassDOT at end of March; the underpass added about \$1.2 million in cost to the project.

Richard Reed (Minuteman Advisory Group on Interlocal Coordination) (Town of Bedford) added that creating an at-grade crossing would require elevating the bikeway to the level of the road, so the underpass is logical. R. Reed added that this project is a 2.2 mile extension of the Minuteman Bikeway that runs to the Concord Town Line, and the hope is that Concord will pursue extending the trail.

State Representative Denise Garlick (Dover, Medfield, and Needham) expressed support for project #606635 (Newton and Needham).

Tim Kochan (MassDOT Highway District 5) advocated for seven TIP projects located in District 5. T. Kochan expressed support for the inclusion of project #607309 (Reconstruction and Related Work on Derby Street, Hingham) in Draft Amendment 3 to the FFYs 17-21 TIP. T. Kochan expressed support for six other projects: #600518 (Intersection improvements at Derby St., Whiting St. (Route 53) and Gardner St., Hingham) currently programmed in FFY18, #602261 (Reconstruction on Route 1A (Main St.), Walpole) currently programmed FFY20, #606501 (Reconstruction of Union St. (Route 139), Holbrook) currently programmed in FFY21, #601607 (Reconstruction of Atlantic Ave and Related Work, Hull) currently proposed for FFY21, #606130 (Intersection Improvements at Route 1A and Upland Rd./Washington St. and Prospect St./Fulton St., Norwood), currently proposed for FFY21, and #605857 (Intersection improvements at Route 1 and University Ave./Everett St., Norwood), currently programmed in FFY22.

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

There was none.

4. Committee Chairs' Reports—*Bryan Pounds, MassDOT*

B. Pounds stated that a Unified Planning Work Program (UPWP) Committee meeting would take place directly following the MPO meeting.

5. Regional Transportation Advisory Council Report—*Mike Gowing, Regional Transportation Advisory Council*

M. Gowing reported that the Advisory Council is finalizing a TIP comment letter. Priorities in the letter are maintaining currently programmed projects in their original

years, reconfirming old projects, community transportation sustainability, and the continued discussion of unexpected cost increases.

6. Executive Director's Report—Karl Quackenbush, Executive Director, MPO Staff

There was none.

7. Approval of Meeting Minutes—Róisín Foley, MPO Staff

A motion to approve the minutes of the meeting of March 16 was made by the Metropolitan Area Planning Council (E. Bourassa) and seconded by the City of Boston (J. Gillooly). The motion carried. The Regional Transportation Advisory Council (M. Gowing) abstained.

8. Action Item: Fiscal Years (FFYs) 2017-21 Transportation Improvement Program (TIP), Draft Amendment 3— Alexandra (Ali) Kleyman, MPO Staff

A. Kleyman presented *Draft Amendment 3 to the FFYs 2017–21 TIP*.

Handouts/Materials: Posted to the MPO Meeting Calendar

1. FFYs 2017-21 TIP Proposed Draft Amendment Three, Highway Element
2. FFYs 2017-21 TIP Draft Amendment Three: Summary of Proposed Changes, Highway Element
3. FFYs 2017-21 TIP Proposed Draft Amendment Three, Transit Project List
4. FFYs 2017-21 TIP Draft Amendment Three: Summary of Proposed Changes, Transit Element
5. MBTA Federally-Funded Projects in FY 2017 CIP With TIP Funding Program and Cost

Changes to the Transit Element

All proposed changes to the Transit Element occur in the FFY 2017 programming. The handout *FFYs 2017-21 TIP Draft Amendment Three: Summary of Proposed Changes, Transit Element* shows the proposed changes by Federal Transit Administration (FTA) funding program.

Discussion

Jay Monty (At-Large City) (City of Everett) asked about the reasoning for bundling projects into the MBTA's Revenue Vehicle Program. A Kleyman replied that FTA prefers to see funding for overall programs, which is why the MBTA provided the board with the handout *MBTA Federally-Funded Projects in FY 2017 CIP with TIP Funding Program*

and Cost. Victor Rivas (MBTA) added that the bundling is to give MPO members an idea of the overall direction of each program, but details are available.

D. Mohler noted that MPO members would like to see what specific projects are not happening at this time due to these changes.

Jim Gillooly (City of Boston) (Boston Transportation Department) asked whether the amendment nets out to the same amount of funding. D. Mohler responded that it does not.

Jim Fitzgerald (City of Boston) (Boston Planning & Development Agency) asked about the addition of the *Systemwide Signals Program*. V. Rivas replied that this is part of the effort to improve signals on the Red, Orange, and Green Lines.

Kenneth Miller (Federal Highway Administration) asked about the status of *Positive Train Control*. V. Rivas replied that the General Manager presented to USDOT, but no loan award has yet been made.

Changes to the Highway Element

A. Kleyman noted that there is one adjustment and several amendments to the Highway Element, affecting nine projects. Two of the affected projects are MPO target-funded: #607309 (Hingham) and #604810 (Reconstruction of Route 85, Marlborough).

Discussion

K. Miller asked about the cost increase on project #607954 (Bridge Replacement (D-03 018) Route 128 over Waters River, Danvers). David Anderson (MassDOT Highway Division) replied that the bridge's profile is being raised and unsuitable material at both approaches must be excavated.

Tom Bent (Inner Core Committee) (City of Somerville) asked about the cost increase on project #604173 (Bridge Rehabilitation (B-16-016) North Washington Street over Boston Inner Harbor, Boston). J. Gillooly replied that the design has not changed but there were significant costs associated with maintaining utilities throughout construction.

Vote

A motion to release *Draft Amendment 3 to the FFYs 2017–21 TIP* for a 21-day public comment period was made by the Regional Transportation Advisory Council (M. Gowing) and seconded by the City of Boston (Boston Transportation Department) (J. Gillooly.) The motion carried.

9. Action Item: Draft FFYs 2018-22 Transportation Improvement Program (TIP)—Ali Kleyman, MPO Staff

A. Kleyman presented an overview of *Draft FFYs 2018-22 TIP* materials.

Handouts/Materials: Posted to the MPO Meeting Calendar

1. FFYs 2018-22 TIP: Member Review Draft
2. FFYs 2018-22 TIP Target Highway Program: FINAL Draft Programming Scenario
3. FFYs 2018-22 Draft TIP Tables: These are included in Chapter 3 of the Member Review Draft. Project description pages have also been included.
4. TIP Public Comments Received April 6-April 20, 2017
5. Public Comment Letter from Newton and Needham to Highway Administrator Tinlin

A. Kleyman reported that since the MPO approved the final programming scenario on April 6, a cost increase in project #607738 (Bedford) has created a \$2.3 million deficit in FFY22.

Discussion

D. Mohler suggested defunding the Community Transportation Program in FFY22, using those funds for #607738, and making up the difference with funds from #606226 (Reconstruction of Rutherford Ave., Boston). The \$930,747 surplus in FFY21 could be added to #606226 in that year. J. Gillooly replied that he could support this plan.

E. Bourassa expressed resistance to defunding the Community Transportation Program, given that this investment program is in the MPO's Long-Range Transportation Plan (LRTP).

J. Gillooly suggested reducing the Community Transportation Program in FFYs 2021-22 to \$1 million in each year and adding \$750,000 and funds from #606226 (Boston) to cover the increase in #607738. Rutherford is then increased in programmed funds in FFY21 by \$750,000.

D. Mohler introduced a change to the Draft Statewide TIP. Project #606316 (Pedestrian Bridge Rehabilitation, B-27-016, Over MBTA off Carlton Street, Brookline) was accidentally left off the original list, and is being funded in FFY19.

D. Mohler asked about project #608275 (Malden) not appearing in the proposed programmed list of projects. A. Kleyman replied that there were different scenarios for programming FFY22 funds, one of which allowed some smaller intersection projects to be programmed, including the Malden project. The final scenario agreed to by the MPO did not allow this programming to occur.

K. Miller asked about a comment letter that questioned scoring for bike projects. A. Kleyman replied that those comments were considered and project #608164 (Sudbury) lost some points related to air quality.

Votes

A motion to edit the final programming scenario to reflect the changes suggested to the Community Transportation Program and project #606226 was made by the City of Boston (Boston Transportation Department) (J. Gillooly) and seconded by the North Suburban Planning Council (City of Woburn) (Tina Cassidy). The motion carried.

A motion to approve the addition of project #606316 to the Draft Statewide TIP was made by the Massachusetts Department of Transportation (D. Mohler) and seconded by the Metropolitan Area Planning Council (E. Bourassa). The motion carried.

A motion to release the *Draft FFYs 2018–22 Transportation Improvement Program (TIP)* for a 21-day public comment period was made by the Minuteman Advisory Group on Interlocal Coordination (Town of Bedford) (R. Reed) and seconded by the Three Rivers Interlocal Council (Town of Norwood/NVCC) (Tom O'Rourke). At-Large City (City of Newton) (David Koses) opposed the motion. The motion carried.

10.Action Item: Critical Urban and Rural Freight Corridor

Designations—Bill Kuttner, MPO Staff,

B. Kuttner and Gabe Sherman (Project Manager, Massachusetts Freight Plan, MassDOT) presented proposed *Critical Urban Freight Corridor (CUFC)* designations in the Boston region. Fixing America's Surface Transportation (FAST) Act requires that states and MPOs designate critical freight corridors for inclusion in the National Highway Freight Network (NHFN). Roadways comprising the NHFN will be eligible for federal funding that specifically supports the roadway freight system. MassDOT intends for the CUFC and Critical Rural Freight Corridor (CRFC) designations to be part of the statewide freight plan currently in development.

The NHFN will be comprised of the entire Interstate highway system, some non-Interstate mileage (notably key intermodal connections), plus additional road mileage recommended by states and MPOs subject to approval by the Federal Highway Administration (FHWA). The FAST Act builds defines CUFCs and CRFCs, which states and MPOs (in consultation with regional stakeholders) will recommend for inclusion in the NHFN.

Massachusetts is permitted to designate a maximum of 75 roadway miles as part of a CUFC and 150 miles as part of a CRFC. The Boston Region MPO, which is almost entirely urban, was asked to designate 28 miles of roadway for CUFC designation.

The proposed CUFC miles are:

1. East Boston Haul Road to the Mystic River
2. Everett-Chelsea Industrial Area and Charlestown
3. Charlestown to the Turnpike
4. South Boston Waterfront
5. Fore River Shipyard
6. Route 24
7. Route 140
8. Commerce Way in Woburn

Figures (maps) showing the proposed CUFC mileage are documented in a memo, accessible via the MPO's meeting calendar.

Discussion

J. Fitzgerald asked about including planned future changes to the South Boston Waterfront. B. Kuttner replied that the GIS software does not allow for the designation of future roadway links, so these segments could not be used to designate corridors. G. Sherman added that there will be opportunities in the future to designate new miles once new roadway projects are completed.

J. Gillooly asked about the funding that will be available for designated corridors. G. Sherman replied the expected funding is approximately \$19-20 million a year for the entire state.

D. Mohler added that for the first few years of the FAST Act, states were allowed to use these funds without a Freight Plan. Now a State Freight Plan must be in place in order to receive funds designated for these corridors.

M. Gowing asked whether Rail Freight is incorporated. G. Sherman replied that 90% of these funds must be used on highway projects, but 10% could be flexed to support rail. He noted that a concurrent State Rail Plan is under development.

T. Cassidy reported that Woburn is concerned that the inclusion of Commerce Way may lead to land uses that the city has already decided not to prioritize.

Laura Gilmore (Massport) added that it would be helpful to mention the planned changes to the South Boston Waterfront freight corridors in the CUFC memo.

R. Reed noted in relation to T. Cassidy's concerns that some corridors are municipal streets and MassDOT would not advance an improvement using eligible funds without the cooperation of the municipality.

J. Gillooly asked whether there are any restrictions on the usage of corridors if they are designated as CUFCs. D. Mohler replied that there are no restrictions beyond current guidelines related to truck exclusions.

K. Miller added that roads on the national highway system cannot prohibit trucks. K. Miller added that some municipal roads proposed for freight corridor designation, like those in Cambridge, have been reconstructed with Complete Streets design approaches that make it unlikely these freight-related funds would be used for further roadway changes. He asked whether it makes sense to designate routes more likely to use the funding.

Christine Stickney (South Shore Coalition) (Town of Braintree) noted that the Fore River Shipyard is not an active shipping port. B. Kuttner replied that there are still industrial and rail linkages at this location.

J. Monty asked whether it would be possible to fund a portion of a roadway improvement project on a designated corridor using these funds. D. Mohler replied that this would most likely be possible provided the specific design aspect of the project directly improves freight.

Steve Olanoff (TRIC Alternate) suggested that B. Kuttner take another look at the Fore River Shipyard area.

R. Reed asked how the data on truck counts was collected. B. Kuttner replied that manual counts were done.

Vote

A motion to release the Proposed Critical Urban Freight Corridors for a 21-day public review period was made by the Metropolitan Area Planning Council (E. Bourassa) and seconded by At-Large City (City of Everett) (J. Monty). The motion carried. The South Shore Coalition (Town of Braintree) (C. Stickney) and North Suburban Planning Council (City of Woburn) (T. Cassidy) abstained.

11.Members Items

There were none.

12.Adjourn

A motion to adjourn was made by the Metropolitan Area Planning Council (E. Bourassa) and seconded by At-Large City (City of Everett) (J. Monty). The motion carried.

Attendance

Members	Representatives and Alternates
At-Large City (City of Everett)	Jay Monty
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 Planning & Development Agency)	Jim Fitzgerald
City of Boston (Boston Transportation Department)	Jim Gillooly
Federal Highway Administration	Kenneth Miller
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler
MassDOT Highway Division	David Anderson John Romano
Massachusetts Bay Transportation Authority (MBTA)	Victor Rivas
Massachusetts Port Authority	Laura Gilmore
MBTA Advisory Board	Micha Gensler
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)	
North Suburban Planning Council (City of Woburn)	Tina Cassidy
Regional Transportation Advisory Council	Mike Gowing
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
Len Simon	Sudbury Board of Selectmen
Constance Raphael	MassDOT District 4
Barney Heath	City of Newton
Nicole Freedman	City of Newton
Tom Michelman	Friends of the Bruce Freeman Rail Trail
Emily Teller	Friends of the Bruce Freeman Rail Trail
Barbara Pike	Friends of the Bruce Freeman Rail Trail
Stuart Johnson	Friends of the Bruce Freeman Rail Trail
Beth Suedmeyer	Sudbury
Will Brownsberger	State Senate
Kevin Hunter	Malden Redevelopment Authority
David Manugian	Town of Bedford
Pete Sorensen	VHB
Marianne Cooley	Town of Needham
Matt Borrelli	Town of Needham
Richard Merson	Needham Public Works
Timothy Kochan	MassDOT District 5
Dmitriy Gridnev	Rep. Balser's Office
John Gendall	MassDOT District 6
Bryan Pounds	MassDOT OTP
Steve Olanoff	TRIC Alternate
Will Sutton	Rep. Garlick's Office
Rep. Denise Garlick	State Representative
Mark B. McDonough	Lynnfield Rail Trail
Gabe Sherman	MassDOT
Greg Reibman	Newton-Needham Regional Chamber
Joe Viola	Town of Brookline
Tom Kadzis	Boston Transportation Department

MPO Staff/Central Transportation Planning Staff

Karl Quackenbush, Executive Director

Lourenço Dantas

Róisín Foley

Ali Kleyman

Bill Kuttner

Anne McGahan

Elizabeth Moore

Jen Rowe
