

MPO Meeting Minutes

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

March 9, 2023, Meeting

10:00 AM–11:35 AM Zoom Video Conferencing Platform

David Mohler, Chair, representing Gina Fiandaca, Secretary of Transportation and Chief Executive Officer of the Massachusetts Department of Transportation (MassDOT)

Decisions

The Boston Region Metropolitan Planning Organization (MPO) agreed to the following:

- Approve the minutes of the meeting of February 2, 2023
- Endorse the Transit Asset Management Performance Targets for 2023

Meeting Agenda

1. Introductions

See attendance on page 8.

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

There was none.

3. Executive Director's Report—*Tegin Teich, Executive Director, Central Transportation Planning Staff*

T. Teich stated that questions regarding the Long-Range Transportation Plan should be directed to the interim program manager, Bradley Putnam (bputnam@ctps.org), with Ethan Lapointe (elapointe@ctps.org) and Logan Casey (lcasey@ctps.org) copied.

4. Public Comments

There were none.

5. Committee Chairs' Reports

Derek Krevat, MassDOT, stated that the Unified Planning Work Program (UPWP) Committee will meet on Thursday, March 16, 2023, following the MPO board meeting.

Jay Monty, City of Everett, stated that the Congestion Management Process Committee will meet on Thursday, March 23, 2023, at 9:00 AM for a workshop on the Learning from Roadway-Pricing Experiences study.

6. Regional Transportation Advisory Council Report—*Lenard Diggins, Chair, Regional Transportation Advisory Council*

L. Diggins stated that the Advisory Council met on March 8, 2023, to discuss the raw Universe of UPWP Studies. The next meeting will be on Wednesday, March 22, 2023, at 2:30 PM to discuss UPWP studies and programming scenarios of the Transportation Improvement Program (TIP).

7. Action Item: Approval of February 2, 2023, MPO Meeting Minutes Documents posted to the MPO meeting calendar

1. [February 2, 2023, MPO Meeting Minutes \(pdf\)](#)
2. [February 2, 2023, MPO Meeting Minutes \(html\)](#)

Vote

A motion to approve the minutes of the meeting of February 2, 2023, was made by the Metropolitan Area Planning Council (MAPC) (Eric Bourassa) and seconded by the MBTA Advisory Board (Brian Kane). The motion carried through a roll call vote.

8. Action Item: Transit Asset Management (TAM) Performance Targets—*Sam Taylor, MPO Staff, and Angela Servello, MBTA*

Documents posted to the MPO meeting calendar

3. [Transit Asset Management Performance Targets Memo \(pdf\)](#)
4. [Transit Asset Management Performance Targets Memo \(html\)](#)

S. Taylor presented transit asset management performance targets. The Federal Transit Administration (FTA) requires transit agencies and MPOs to set annual performance measures. The Boston Region MPO is required to set TAM targets for its region, consider transit capital programming in context of the TAM performance, and incorporate TAM information and targets into planning documents.

There are four performance targets for rolling stock, equipment, facilities, and infrastructure. Rolling stock and equipment targets concern the percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB). Facilities targets concern the percentage of assets with condition ratings below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale. Infrastructure targets concern the percentage of track segments on fixed guideways with performance (speed) restrictions, by mode.

The following targets have been set by the regional transit authorities (RTA) for Federal Fiscal Year (FFY) 2023 and are being presented to the board for approval to be integrated into the MPO's planning documents.

Table 1
SFY 2022 Performance and SFY 2023 Targets for Rolling Stock, by Agency

Agency	Asset Type	SFY 2022 Percent of Vehicles Meeting or Exceeding ULB	SFY 2023 Target Percent of Vehicles Meeting or Exceeding ULB
MBTA	Articulated Buses	0%	18%
MBTA	Buses	32%	32%
MBTA	Light Rail Vehicles	0%	0%
MBTA	Vintage Trolleys	100%	100%
MBTA	Heavy Rail Vehicles	53%	39%
	Commuter Rail		
MBTA	Locomotives	23%	23%
MBTA	Commuter Rail Coaches	8%	7%
MBTA	Ferry Boats	0%	0%
MBTA	Paratransit Vehicles	0%	0%
CATA	Buses	25%	30%
CATA	Cutaway Vehicles	63%	5%
MWRTA	Automobiles	100%	100%
MWRTA	Vans	0%	0%
MWRTA	Cutaway Vehicles	8%	25%

CATA=Cape Ann Transportation Authority. MBTA=Massachusetts Bay Transportation Authority. MWRTA=MetroWest Regional Transit Authority. SFY = State Fiscal Year. ULB=Useful Life Benchmark.

Table 2
SFY 2022 Performance and SFY 2023 Targets for Equipment (Nonrevenue Vehicles), by Agency

Agency	Asset Type	SFY 2022 Percent of Vehicles Meeting or Exceeding ULB	SFY 2023 Target Percent of Vehicles Meeting or Exceeding ULB
MBTA	All Equipment	22%	25%
CATA	All Equipment	100%	100%
MWRTA	All Equipment	36%	50%

CATA=Cape Ann Transportation Authority. MBTA=Massachusetts Bay Transportation Authority. MWRTA=MetroWest Regional Transit Authority. SFY = State Fiscal Year. ULB=Useful Life Benchmark.

Table 3
SFY 2022 Performance and SFY 2023 Targets for Facilities, by Agency

Agency	Asset Type	SFY 2022 Percent of Facilities Below 3.0 on TERM Scale	SFY 2023 Target Percent of Facilities Below 3.0 on TERM Scale
MBTA	Passenger/Parking Facilities	6%	7%
MBTA	Administrative/Maintenance Facilities	35%	35%
CATA	Administrative/Maintenance Facilities	0%	0%
MWRTA	Facilities	0%	0%

CATA=Cape Ann Transportation Authority. MBTA=Massachusetts Bay Transportation Authority. MWRTA=MetroWest Regional Transit Authority. SFY = State Fiscal Year. TERM = Transit Economic Requirements Model.

Table 4
SFY 2022 Performance and SFY 2023 Targets for Infrastructure (Fixed Guideway)

Asset Type	SFY 2022 Percent of Miles with Performance Restrictions	SFY 2023 Target Percent of Miles with Performance Restrictions
MBTA Transit Fixed Guideway	5%	2%
MBTA Commuter Rail Fixed Guideway	3%	4%

MBTA=Massachusetts Bay Transportation Authority. SFY = State Fiscal Year.

Discussion

E. Bourassa asked if the MBTA Board of Directors approves similar performance measures. Jillian Linnell, MBTA, stated that the metrics have been presented to the board in the past and noted that the board is not required to formally approve the metrics.

E. Bourassa asked if a similar analysis is done over a longer timeframe. J. Linnell stated that the MBTA uses asset inventory to inform its capital plans.

E. Bourassa noted that there is significant improvement in the performance of the MBTA's fixed transit guideway and discussed the Orange Line shutdown.

Brad Rawson, Inner Core Committee (ICC), encouraged future discussions about transit asset management to include safety.

Steve Olanoff, Three Rivers Interlocal Council, asked to what extent the MPO considers RTA and MBTA investments in the Transportation Improvement Program (TIP).

D. Mohler stated that CATA, MWRTA, and the MBTA annually present TIP projects for inclusion, where performance measures could be further discussed.

Vote

A motion to endorse the Transit Asset Management Performance Targets was made by the MAPC (E. Bourassa) and seconded by the MBTA Advisory Board (B. Kane). The motion carried through a roll call vote.

9. TIP Development: RTA Capital Planning Process—*Shona Norman, Cape Ann Transportation Authority (CATA), and Joy Glynn and Tyler Terrasi, MetroWest Regional Transit Authority (MWRTA)*

S. Norman presented an overview of CATA's capital planning process. During Quarter One of the SFY, CATA reviews the capital needs of the agency with a five-year horizon. CATA receives approximately \$500,000 to \$550,000 from FTA Section 5307 funds. Approximately \$285,000 to \$325,000 is spent for preventative maintenance annually. Vehicle needs are reviewed through the TAM plan, as well as capital requirements such as maintenance equipment, building repairs and upkeep, and technology and software requirements.

In Quarter Two of the SFY, CATA prepares an internal draft of a five-year capital plan and enters it into the MassDOT eSTIP system. In Quarter Three, the FTA announces Section 5307 formula funds for the Boston urbanized area and signs the 5307 Split Agreement with coordinating RTAs. In Quarter Four, CATA provides background information for the MassDOT Capital Investment Plan (CIP). MassDOT reviews and approves projects on CATA's project list, which then goes to the Boston Region MPO board for review, discussion, and approval. The MPO's TIP is released and endorsed, allowing CATA to apply for FTA 5307 funds.

J. Glynn and T. Terrasi presented an overview of MWRTA's capital planning process. In Quarter One of the SFY, MWRTA assesses the capital needs of the agency using a five-year perspective. Considered needs include Demand Response and ADA Paratransit Service, vehicle needs under the TAM plan, and other improvements such as building and vehicle maintenance, technology and software, safety and security, and capital outreach. In Quarter Two, MWRTA drafts a five-year capital plan and enters it into MassDOT's eSTIP system. In Quarter Three, FTA announces Section 5307 formula

funds for the Boston urbanized area and MWRTA reviews and signs the Split Agreement in coordination with other RTAs. In Quarter Four, MWRTA provides project information to MassDOT for CIP review and consideration. MWRTA then submits its project list to the Boston Region MPO. The MPO's TIP is released and endorsed in May, which allows the MWRTA to apply for FTA 5307 formula funds.

10. Presentations on MPO Target-Funded Projects with Cost Increases for FFYs 2023-27 TIP—*Ethan Lapointe, MPO Staff*

Documents posted to the MPO meeting calendar

5. [TIP Project Readiness \(pdf\)](#)
6. [TIP Project Readiness \(html\)](#)

E. Lapointe introduced the presentation on MPO Target-funded projects with cost increases above the MPO's approved threshold, as discussed at MassDOT's annual TIP Readiness Day. Projects that cost more than \$10 million reach the threshold when the cost increase is above \$2.5 million, and projects that cost less than \$10 million reach the threshold when the cost increase is above 25 percent of the initial costs. The MPO board may decide to request additional information from project proponents, request a rescore of a project if its scope of work has changed, and determine whether or not the project cost increase should be funded with regional target funding.

Project #608007, Corridor Improvements on Justice Cushing Highway along the Cohasset-Scituate border, which MassDOT is the proponent of, had a budget increase of 40.78 percent. The new budget of the project is \$17,611,835. The project scored 37 out of 134 points and its design plans are 100 percent complete. The project offers Complete Streets improvements from Beechwood Street to the Cohasset-Scituate town line and includes signal upgrades. The cost increase resulted from a 100 percent design submission that identified the doubling of costs for certain materials and the addition of a one-inch pavement overlay.

Project #609054, the Reconstruction of Foster Street in Littleton, had a budget increase of 34.52 percent, resulting in a current budget of \$5,370,950. The project scored 38 out of 134 points and has 100 percent complete design plans. The project includes traffic safety improvements for all users including turning lanes and curb cuts. The project will have full accommodations for bicycle and pedestrian travel, signage, and wayfinding. The cost increase is associated with inflationary cost pressure.

Project #609211, the Independence Greenway Extension in Peabody, had a cost increase of 33.13 percent, resulting in an updated budget of \$5,221,550. The project scored 34 out of 134 points and was approved by MassDOT's Project Review

Committee on September 15, 2022. The project is a 1.3-mile greenway extension from the North Shore Mall to Warren Street. The cost increase is associated with inflationary cost pressure.

Project #603739, the Construction of Interstate 495/Route 1A Ramps in Wrentham, which MassDOT is the proponent of, had a cost increase of 34.22 percent. The updated budget is \$20,922,344. The project scored 55 out of 134 points and is 75 percent designed. The project includes ramp adjustments to accommodate capacity increases and a median island for traffic calming. The cost increase is associated with inflationary cost pressure.

Discussion

L. Diggins commented that most of the cost increases are related to inflation and expanding work scopes to further incorporate multimodal transportation.

Ali Kleyman, MBTA, asked if the Cohasset-Scituate project was connected to an MPO study that the agency had completed on the corridor. Rich Olivera, MassDOT Highway Division District 5, stated that the project arose from a Central Transportation Planning Staff study from the early 2010s.

Shaun Handy, MassDOT Highway Division District 5, spoke about the Wrentham project. S. Handy stated that the scope of the project expanded to include pedestrian walkways on both sides of the road and to provide crosswalks and signalized ramps for Route 1A to create additional pedestrian infrastructure.

L. Diggins requested that staff rescore the Wrentham project to reflect the modifications of the project scope to include additional pedestrian infrastructure.

Tom Bent, ICC, stated that additional information on inflation's impact on the cost increase for each project would be helpful to determine if a project should be rescored.

R. Olivera discussed the timeline of the Cohasset-Scituate project.

11.Members' Items

John Romano, MassDOT Highway Division, requested that flyers regarding the Sumner Tunnel Virtual Public Information Meetings be published on the MPO's website.

12. Adjourn

A motion to adjourn was made by the MBTA Advisory Board (B. Kane) and seconded by the Regional Transportation Advisory Council (L. Diggins). The motion carried.

Attendance

Members	Representatives and Alternates
At-Large City (City of Everett)	Jay Monty Eric Molinari David Koses
At-Large City (City of Newton)	
At-Large Town (Town of Arlington)	
At-Large Town (Town of Brookline)	Robert King
City of Boston (Boston Planning & Development Agency)	Jim Fitzgerald
City of Boston (Boston Transportation Department)	Bill Conroy
Federal Highway Administration	Kenneth Miller
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Tom Bent Brad Rawson
Massachusetts Department of Transportation	David Mohler John Bechard
MassDOT Highway Division	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Ali Kleyman Jillian Linnell
Massachusetts Port Authority	Sarah Lee
MBTA Advisory Board	Brian Kane Amira Patterson
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (City of Framingham)	Dennis Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Acton)	
North Shore Task Force (City of Beverly)	Darlene Wynne Dylan Lukitsch
North Suburban Planning Council (Town of Burlington)	Melisa Tintocalis
Regional Transportation Advisory Council	Lenard Diggins
South Shore Coalition (Town of Hull)	
South West Advisory Planning Committee (Town of Medway)	
Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce)	Steve Olanoff

Other Attendees	Affiliation
Rich Benevento	WorldTech Engineering
Sarah Bradbury	MassDOT District 3
Miranda Briseño	MassDOT Peabody Department of Community Development and Planning
Brendan Callahan	
Tina Cassidy	
Paul Cobuzzi	
Paula Doucette	
Joy Glynn	MWRTA
Shaun Handy	MassDOT Highway Division District 5
Michelle Ho	MassDOT Office of Transportation Planning
Chris Klem	MassDOT
Josh Klingenstein	MBTA
Raissah Kouame	MassDOT
Derek Krevat	MassDOT Office of Transportation Planning
Josh Levin	MassDOT District 4
Owen MacDonald	Town of Weymouth
Gene Manning	Town of Canton
Benjamin Muller	MassDOT District 4
Jim Nee	MWRTA
Shona Norman	CATA
Rich Olivera	MassDOT Highway Division District 5
Cheryll-Ann Senior	MassDOT District 5
Angela Servello	MBTA
Jon Seward	MoveMass
Adel Shahin	Green International Affiliates
Derek Shooster	MassDOT Office of Transportation Planning
Tyler Terrasi	MWRTA
Emily Van DeWoestine	MWRTA
Andrew Wang	MassDOT Office of Transportation Planning

MPO Staff/Central Transportation Planning Staff

Tegin Teich, Executive Director

Logan Casey

Annette Demchur

Hiral Gandhi

Betsy Harvey

Stella Jordan

Heyne Kim

Ethan Lapointe

Erin Maguire

Marty Milkovits

Rebecca Morgan

Srilekha Murthy

Gina Perille

Bradley Putnam

Sean Rourke

Judy Taylor

Sam Taylor

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Title VI Specialist

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857.702.3700 (voice)

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