

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

September 22, 2011 Meeting

10:00 AM – 2:30 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 Transportation Planning and Programming Committee agreed to the following:

- approve Administrative Modification Two of the federal fiscal years (FFYs) 2011 – 2014 Transportation Improvement Program (TIP)
- approve the Long-Range Transportation Plan (LRTP), incorporating changes recommended at this meeting including, the addition of the *Boston – North Washington Street Bridge (Construction)* project in the FFYs 2016 – 2020 timeband, for recommendation for endorsement by the MPO
- approve the FFYs 2012 – 2015 TIP as amended with the addition of a \$400,000 federal earmark for the *Medway – Route 109* project, for recommendation for endorsement by the MPO
- approve the minutes of the meeting of September 8 with a recommended change

Meeting Agenda

1. Public Comments

State Representative Carolyn Dykema and representatives from the Town of Medway asked the MPO to consider programming a \$400,000 federal earmark for the *Medway – Route 109* project in the FFY 2012 element of the FFYs 2012 – 2015 TIP. Representative Dykema remarked that the project is an area of economic development and would address public safety issues. Paul Yorkis, Town of Medway, added that public meetings have been held regarding the project and there is strong support among all the stakeholders. He also conveyed concern about the possibility that this earmark, which is for the design and engineering phase of the project, could be rescinded. He noted that the 25% design plans have been submitted to MassDOT Highway Division. A consultant on the project, Jeff Howie, Greenman-Pedersen, Inc., provided details on the project, which will address safety (as there is a high accident rate at the location) and make the corridor usable for all with bicycle and pedestrian access. They provided an information sheet and map of the project area. They circulated information on the project (attached).

Mary Pratt, Town of Hopkinton, inquired about the availability of mitigation money from businesses and about whether land takings will be required. P. Yorkis replied that the proponents have met with property owners and that they are in agreement with the plans for the project. They have an oral agreement with a property owner to take a two foot section of land. J. Howie added that temporary construction easements will be necessary.

Roland Bartl, Town of Acton, expressed support for the *Bruce Freeman and Assabet River Rail Trails*.

Jeffrey Quinlan, Cambridge resident, expressed support for the *Green Line Extension* project and advocated for moving the project forward as fast as possible. He remarked upon the benefits of the project in terms of reducing dependence on fossil fuels, providing an alternative to cars as gas prices are rising, and promoting good urban design and smart growth. He noted that the Green Line would allow for more pedestrian traffic around the line and enhance the bicycle trail system by connecting the Minuteman trail to Boston. He noted that this is an important time to complete the *Green Line Extension* project as the City of Boston is making progress on improving the bicycling infrastructure (with bicycle lanes and the Hubway system) and because people are beginning to make the switch to bicycle commuting.

Heather Hoffman, Lechmere Square Association, expressed support for the *Green Line Extension* project and advocated for moving the project forward as soon as possible. She stated that the new line would reduce cut through traffic in the Lechmere area, may allow the McGrath and O'Brien Highway to be narrowed to improve livability in the neighborhood, and make it possible for local food producers to sell locally. She noted that the project is a legal requirement that should not be put off.

Mark Kaepplein, East Arlington Concerned Citizens Coalition, made comments on several topics. He questioned using transportation funding for bicycle trail projects (saying that trails are used more recreationally than for commuting), and he stated that the MPO does not have good data on trail usage for making funding decisions. He also stated that the MPO needs good data to measure whether it is meeting its goals for lowering greenhouse gas emissions and to track whether implemented projects have produced a mode shift. He then expressed concerns about the *Green Line Extension* project, which he said would primarily benefit property owners while higher rents would force low-income people from the area. He noted that Somerville is already served by the bus system. He expressed concern that there is no plan for a parking garage for the terminus of the *Green Line Extension* and that Route 16 should be widened. Additionally, he expressed opposition to narrowing Massachusetts Avenue in Arlington as it would cause congestion and because there is no evidence that road narrowing improves safety.

Lynn Weissman, Friends of the Community Path, thanked the MPO for programming funding for the Cedar to Lowell Street portion of the *Community Path* project. She then protested the elimination of funding in the TIP for the Clean Air and Mobility Program and the delay of the *Green Line Extension* project, which shares right-of-way with the *Community Path*. She raised questions about the status of MassDOT's petition to delay the *Green Line Extension* and noted that interim offset projects have not been identified, which makes the TIP and LRTP non-conforming. She urged federal agencies to enforce the State Implementation Plan (SIP) commitments and called for guarantees. If a phased approach is taken to building the *Green Line Extension*, she cautioned that the project may be more expensive. She also noted that the project will be more expensive if it is delayed and interim offset projects must be implemented. She expressed support for

building the terminus of the *Green Line Extension* at Route 16. She distributed copies of over 300 comments (please see LRTP public comment matrix) supporting the construction of the *Green Line Extension* with the *Community Path*.

Wig Zamore, Somerville Transportation Equity Partnership and Mystic View Task Force, expressed concerns that the MPO's TIP and LRTP are not in conformity due to the programming of the *Green Line Extension* project not having complete funding information. There is also no funding for the interim offset projects to mitigate for the project's delay. He pointed to the U.S. Environmental Protection's (EPA) Transportation Conformity Regulations as guidance. Noting the benefits of the *Green Line Extension* project in terms of improving air quality, he spoke about the health impacts on Somerville residents from air pollution from mobile sources (diesel trains and highway traffic). He cited scientific studies that show premature mortality linked to pollution from these sources, and higher incidences of asthma among people who live close to these sources. (He submitted copies of some studies on these topics, attached) He urged the MPO to work with the federal transportation agencies to bring their certification documents into conformity and he advocated for building the *Green Line Extension* to Route 16 and the *Community Path* as a single project.

Jim Gallagher commended the MPO for conducting a public process that got so many members of the public involved in the development of the LRTP. He urged that MPO to listen to those people and to revise the LRTP before approving it.

Stephen Kaiser, Association of Cambridge Neighborhoods, spoke regarding the funding problems of the *Green Line Extension* project. He noted that the financial problem surrounding the project stems from the debt placed on the MBTA as a result of the Big Dig project, and he said that there should be more discussion about this issue involving the Commonwealth's Executive Office of Administration and Finance. He noted that in his testimony on the SIP he recommended cost saving measures that the MBTA could take to increase revenue, including taxing fiber-optic cables on railroad rights-of-way, increasing the gas tax to pay for the Big Dig, selling tidelands at North Point, implementing energy saving measures, and avoiding the taking of the Walker Building in Somerville. He urged others to do the same by thinking of ideas that could help MassDOT's fiscal situation. He submitted his cost saving measures in writing (attached) along with information providing a historical perspective on debt solutions.

Alan Moore, Friends of the Community Path, thanked the MPO for supporting the *Community Path* project, and noted that more funding will be needed to complete it in the future. He asked the MPO to amend the LRTP to include future funding for the *Community Path* and to include funding sources for the *Green Line Extension* project. He also asked the MPO to reconsider the decision to eliminate funding for the Clean Air and Mobility Program and to amend the TIP to restore funding for that program.

Ellin Reisner, Somerville Transportation Equity Partnership, concurred with previous commenters who spoke in support of advancing the *Green Line Extension* project. She noted that Somerville has been waiting 30 years for the project, that bus service in the

city is not good, that there is traffic congestion, and that delaying the project is creating cynicism in the community. When the project is complete, 85 percent of the city's population will be in walking distance to transit as opposed to 15 to 20 percent now, she said. She expressed concerns that if the project is phased it may not be built to completion. She noted that the construction of a new maintenance facility is not part of the SIP requirement. She also noted that the MPO's certification documents are not in conformity.

Rafael Mares, Conservation Law Foundation, spoke in regards to the SIP projects and stated that the MPO is required to prioritize these projects under the federal transportation conformity regulations. He stated that the TIP and LRTP must be consistent with the SIP, and that the SIP project deadlines are still in existence since MassDOT's petition to the DEP to delay the projects is pending. He pointed out that the MPO's certification documents do not show full funding for the *Green Line Extension*, *Red Line/Blue Line Connector*, *Fairmount Line Improvement*, and *1,000 Parking Spaces* projects and he called on the MPO to assume that the project deadlines are those in existence prior to MassDOT's petition. He also stated that the project description the MPO is using for the *Green Line Extension* project is inaccurate since it describes the line extending to College Avenue; the legal requirement requires the line to reach Medford Hillside and there is disagreement about whether College Avenue satisfies this requirement. He asked the MPO to redraft the project description so that this dispute is recognized.

Jonah Petri, Somerville resident, expressed agreement with other commenters who spoke in support of the *Green Line Extension* project. He called the MPO's certification documents non-conforming because they neither show funding for the *Green Line Extension* nor funding for mitigation projects. He asked the federal agencies to enforce the SIP requirements and the Clean Air Act and to prioritize this project. He also spoke about the health costs of not implementing the project.

Mark Chase, Livable Streets Alliance, also expressed agreement with other commenters who spoke in support of the *Green Line Extension* project. He advised against being "pennywise and pound foolish" since the project will be more expensive to build if it is delayed and that it would be less expensive to build now since construction costs are low. He advocated for using state bond funds to begin the project, and called for a plan to fund it.

Stephen Mackey, Somerville Chamber of Commerce, voiced support for the *Green Line Extension* project and called for the development of a predictable project timeline. He distributed a map (attached) showing the area that the *Green Line Extension* could open up for economic development and transit-oriented development in relation to other economic zones in Boston and Cambridge. He spoke about how the project could be a powerful economic stimulus for the area.

Kevin McHugh, Coneco Engineers and Scientists, provided an update on the *Ipswich – Reconstruction of Central and South Main Streets (Route 1A and Route 133)* project and asked members to consider programming the project if space becomes available on the

TIP. He spoke about the project's benefits in terms of improving a regional corridor, pedestrian and bicycle accessibility, and storm water control. The project involves reconstruction of the roadway and the installation of a new storm drainage system that will help improve water quality on the Ipswich River and reduce pollution entering the clam flats, a major economic resource in the area.

Tom Bent, City of Somerville, read a letter from Somerville Mayor Joseph Curtatone who is calling for the development of a predictable project timeline for the *Green Line Extension* project. The Mayor noted that the project will unlock over 300 acres of land for development, create approximately 1,800 construction jobs, raise tax revenue for the state, and kick-start the next wave of economic development in the region.

2. Chair's Report – David Mohler, MassDOT

The MPO subcommittee that is overseeing the search to fill the position of Director of Central Transportation Planning Staff (CTPS) will meet on October 3 to conduct interviews with three candidates. The Chair asked for two more members to volunteer for the subcommittee. The Cities of Somerville and Newton volunteered.

A meeting of the MPO's Administration and Finance Subcommittee will be scheduled soon to discuss a civil rights complaint.

3. Subcommittee Chairs' Reports

There were none.

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

At its last meeting, the Advisory Council elected Steve Olanoff as chair and Monica Tibbits, 128 Business Council, as vice chair. Pamela Stephenson, FHWA, will speak at the next meeting.

The Advisory Council has submitted comments to the MPO regarding the LRTP and the TIP. The group supports the following: prioritizing funding for the maintenance of the existing transportation system; prioritizing transit, bicycle, and pedestrian projects over highway expansion; basing project selection on statistical data and performance measures; and including Illustrative Projects in the LRTP.

S. Olanoff encouraged the public to attend Advisory Council meetings and commended the City of Boston for its regular attendance.

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

As noted by the Chair, the MPO has received a Title VI complaint which will be addressed under the MPO's complaint procedures. K. Quackenbush has investigated the matter and has written a report to the Chair with recommendations. The matter must go before the MPO's Administration and Finance Subcommittee and then the full Transportation Planning and Programming Committee. The recommendations from these

bodies will then be forwarded to the Chair, who will respond. Under the Title VI complaint procedures these reviews must take place within 60 days of the complaint being received.

6. Administrative Modification Two of the FFYs 2011 – 2014 Transportation Improvement Program – *Sean Pflazer, Interim TIP Manager, MPO Staff*

Members were provided with the draft Administrative Modification Two of the FFYs 2011 – 2014 TIP. This document shows a change in programming for the *Canton – Construction of I-95/I-93 Interchange*, reflecting that a federal earmark originally programmed for design will now be spent on an extra work order for the Route 128 Improvement Program (Contract 3).

Jim Gillooly, City of Boston, inquired as to whether the design of the project has been completed. D. Mohler explained that the design will continue with MassDOT funding. The change in programming has occurred because the earmark, which originally would have funded an off-ramp, was due to lapse on September 30. The funds will now be used to construct a slip ramp at the same location.

A motion to approve Administrative Modification Two of the FFYs 2011 – 2014 TIP was made by J. Gillooly, and seconded by S. Olanoff. The motion carried.

7. Long-Range Transportation Plan – *Anne McGahan, Plan Manager, MPO Staff*

Members reviewed revisions to the LRTP, *Paths to a Sustainable Region*, and public comments received on the document.

Members were provided with revised Chapters 7 and 8 of the LRTP. The Federal Highway and Transit Administrations recommended changes to Chapters 7 and 8, which are reflected in the revised documents. These changes include the following:

- adjustments to highway finance figures in the FFYs 2012 – 2015 timebands of tables in Chapter 7
- the addition of text for Table 8-3 that indicates highway project funding has been inflated 4 percent each year
- adjustments to Table 8-3 to show Clean Air and Mobility Program funding that is consistent with the reduced funding for this program in the TIP
- the addition of a line in Table 8-3 showing revenues available in each timeband
- adjustments to Table 8-5 to make transit funding consistent with the TIP
- changes to Table 8-4 to show bridge funding sources (Accelerated Bridge Program and Statewide Bridge Program) and funding available for the Statewide Bridge Program
- Table 7-9 explains that MassDOT is petitioning to remove the *Red Line/Blue Line Connector* project from the SIP; the LRTP reflects the cost of SIP projects as if they are moving forward under the existing SIP; FHWA would like this information included in the TIP
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Members discussed these changes.

J. Gillooly expressed concern that the *Boston – North Washington Street Bridge* project is no longer shown as programmed in the LRTP, rather the bridge list (Table 8-4) shows only projects programmed in the FFYs 2012-15 timeband. He voiced concern about being able to access design earmarks for the project and asked that the project be restored to the list, in a later timeband if necessary. He noted that the bridge is a critical link.

D. Mohler responded that the MPO decided to address the programming of projects costing over \$10 million as it develops the TIP and to amend the LRTP as necessary. He stated that the bridge list shown on Table 8-4 shows only projects in the FFY 2012-15 timeband as these are the projects that MassDOT is currently committed to build. A. McGahan added that this list is financially constrained.

Members then turned to the public comments received during the public comment period of the LRTP and up until this meeting. The MPO received numerous comments regarding the *Green Line Extension* project. Members received copies of all comments and a matrix with summaries of comments. Staff distributed a document with recommended responses to these comments based on comment theme.

Topics raised in the comments include the following: the delay of the *Green Line Extension* and the *Community Path*; the state's proposal to remove the *Red Line/Blue Line Connector (Design)* project from the SIP; opposition to and support for the *Bruce Freeman* and *Assabet River Rail Trails*; concern about a disconnect between the LRTP and its Needs Assessment; support for Illustrative Projects; support for transit expansion; concern that the LRTP does not further the greenhouse gas reduction goals of the Global Warming Solution Act; support for including specific projects in the LRTP or Needs Assessment; requests to restore specific projects to earlier timebands of the LRTP; requests to provide more financial information; and requests that the MPO use performance measures when selecting projects.

Members discussed the proposed responses to the comments.

Eric Bourassa, MAPC, asked about the proposed response to the comment that the LRTP is not in conformity due to lack of full-funding for the *Green Line Extension* project and other SIP projects. D. Mohler responded that MassDOT believes the LRTP is in conformity because it includes commitment to funding to meet the SIP commitments or to pay for mitigation for delays. Mitigation has not yet been identified for the Green Line and costs for these projects are as yet unknown. MassDOT has asked CTPS to begin analyzing possible interim offset projects.

Paul Maloney, FHWA, added that the federal agencies will make their decision about whether the LRTP is in conformity after consulting with EPA and the Massachusetts Department of Environmental Protection (DEP). He noted that MassDOT has a process in place to identify interim offset projects and to develop costs, and he stated that he does not see anything on the horizon that would preclude a federal approval of the LRTP.

The MPO then heard a public comment on this topic. R. Mares, Conservation Law Foundation, called into question the cash flows for the *Green Line Extension* project. He said that MassDOT has not yet petitioned to delay the project, rather just announced an intention to petition. He expressed concern that the figures programmed in the LRTP and TIP assume that the petition has been approved. D. Mohler responded that the cash flows shown are realistic. He stated that MassDOT cannot deliver the project by 2014 and that to program the project as if that were the case would be untruthful. R. Mares countered that the MPO is required to produce an LRTP and TIP that is consistent with the SIP and to amend those documents if the SIP changes. He stated that the MPO has not programmed full funding for the *Green Line Extension* in the proper timebands (reflecting the deadlines in the SIP).

T. Bent then asked about when MassDOT anticipates filing its petition to delay the project. D. Mohler stated that MassDOT will have to consult with DEP first. CTPS is already brainstorming to develop interim offset projects that can be put in place by 2014.

Regarding responses to other topics, Paul Christner, Massachusetts Port Authority, asked for a change to several responses, to strike the words “non-regional significant” on pages 4, 6, and 8. Members agreed to this change.

Members heard additional public comments.

R. Bartl asked members to consider the community support for the *Bruce Freeman and Assabet River Rail Trails*. At town meetings in both Acton and Concord funding and authorizations for the projects have passed by great majorities, he said. A. McGahan added that the MPO received numerous public comments in support of these projects earlier in the LRTP development process.

E. Reisner objected to the description of the *Green Line Extension* project area that describes College Avenue as Medford Hillside.

M. Kaepplein expressed concern that many of the comments that have come before the MPO are not representative of the broader public, particularly a silent majority who do not use e-mail and Twitter and the like. He expressed that some advocacy groups are bankrolled by developers and civil engineering firms, and are representing the interest of those firms. He called on the MPO to apply more science as it seeks to achieve its visions, such as to provide data on greenhouse gas reductions and mode shifts. He also called for more focus on increasing transportation and objected to spending transportation dollars on road narrowing and streetscaping elements, which may increase project cost but not improve transportation and safety.

Following these public comments, A. McGahan noted a few changes to Chapter 10 of the LRTP, which were added to recognize the upcoming public process on the SIP projects.

Members then accepted staff’s proposed changes to the LRTP documents and comment responses (including the changes proposed by the Massachusetts Port Authority).

A motion to include the *Boston – North Washington Street Bridge (Construction)* project in the FFYs 2016 – 2020 timeband of the LRTP at a cost of \$55 million (adjusted for inflation) was made by J. Gillooly, and seconded by S. Olanoff. The motion carried.

During a discussion of this motion, E. Bourassa inquired as to how this action would affect the fiscal constraint of the LRTP. D. Mohler replied that the action shows the MPO's support for the project, but it is not a commitment to fund it as there is no bridge list for that timeband yet.

Prior to a final vote on the LRTP, T. Bent announced that the City of Somerville believes that the LRTP is not in compliance with the SIP, since the 2014 deadline for completion of the *Green Line Extension* project will not be met. Though disappointed, the City will endorse the TIP as it represents important investments in Somerville and the region. The City is requesting that MassDOT formally petition DEP to adjust the schedule for the *Green Line Extension* and to create a schedule that is aggressive and reasonable. The City is called for stations to open at Union Square and Washington Street by 2016, and at College Avenue by 2017.

A motion to approve the LRTP, with the recommended changes, was made by John Romano, MassDOT Highway Division, and seconded by J. Gillooly. The motion carried.

8. Draft FFYs 2012 – 2015 Transportation Improvement Program – Sean Pfalzer, Interim TIP Manager, MPO Staff

Members were provided with the draft FFYs 2012 – 2015 TIP and a matrix summarizing public comments received during the public comment period for the document.

S. Pfalzer summarized these comments, which focus on the following topics:

- support for the *Green Line Extension* and *Community Path* projects and opposition to delaying these projects
- support for the *Bruce Freeman* and *Assabet River Rail Trails*
- opposition to using transportation funds for the *Bruce Freeman* and *Assabet River Rail Trails*
- support for the *Natick – Route 9/Oak Street* project
- support for the *Brookline – Carlton Street Footbridge* project and a request to program the project in FFY 2014
- support for the *Stoneham/Winchester/Woburn – Tri-Community Bikeway* project
- request to program the *Winchester – Signal Upgrades at Four Intersections* project
- suggestion to modify the MPO's evaluation criteria to reflect MPO priorities
- support for projects in the MetroWest area
- concern that the MPO's evaluation process favors urban communities
- request to advance the design of the *Hudson – Cox Street Bridge* project
- request for the movement of an earmark for the *Somerville – Adaptive Reuse and Streetscape Improvements (Study)* from the FFY 2011 element to FFY 2012

- request that the *Southborough – Main Street (Route 30)* project be programmed as it is highly rated and maintains a high degree of readiness
- opposition to the *Arlington – Massachusetts Avenue* project due to concerns about creating bottlenecks and safety issues
- questions regarding the rating of bicycle and pedestrian projects
- request to include projects in the Southwest Advisory Planning Committee (SWAP) area in the TIP
- request to prioritize the *Cambridge – Cambridge Common* project for FFY 2012
- request to restore funding for the MPO's Clean Air and Mobility Program in FFYs 2014 and 2015
- request that the MPO address the region's freight distribution needs in future TIPs
- request that the MPO set a target for annual greenhouse gas emissions reductions
- request to program the *Hingham – Derby Street* project
- a request to maintain the cost estimates of the *Concord/Lincoln – Route 2 (Crosby's Corner)* project until the project is bid

He then provided an overview of changes to the FFY 2012 element of the TIP since members last reviewed the TIP tables on September 15. The changes are as follows:

- the addition of an earmark for the *Somerville – Adaptive Reuse and Streetscape Improvements (Study)* to the FFY 2012 element (moved from the FFY 2011 element)
- cost changes to the *Boston/Cambridge – Longfellow Bridge* and *Quincy – Fore River Bridge* projects
- the movement of the *Everett/Medford – Revere Beach Parkway (Route 16) over the Malden River* and the *Medford – Revere Beach Parkway (Route 16) over the MBTA* projects from the FFY 2012 element to the FFY 2013 element
- cost changes to two SIP projects, the *Red Line/Blue Line Connector (Design)* and the *1,000 Parking Spaces* project, and notations regarding the cash flows for these projects
- adjustments to the amount of matching funds for the Cape Ann Transportation Authority and the MetroWest Regional Transit Authority

Members discussed these changes.

Christine Stickney, Town of Braintree, requested more information regarding the cost increase to the *Quincy – Fore River Bridge* project. MassDOT Highway will follow-up on this request.

S. Olanoff asked if MassDOT intends to spend the \$2 million currently programmed for the *Red Line/Blue Line Connector (Design)* if MassDOT's petition to remove the project from the SIP is approved. D. Mohler replied that MassDOT does not intend to spend that money.

Then a member of the public, M. Kaepplein expressed opposition to the *Arlington – Massachusetts Avenue* project. He stated that over 3,000 residents are opposed to the project and that the proponents are misrepresenting the popularity of it and inflating the

estimates for potential bicycle usage. He also expressed concern that the project design includes features such as sidewalk bump-outs, which he believes increases that cost of the project and maintenance costs. He asked the MPO to delay the implementation of the project for one year so that Arlington residents can come to an agreement on the project.

S. Pfalzer then provided an overview of other changes to the FFYs 2012, 2013, 2014, and 2015 elements of the TIP, which include the following:

- the change of the *Everett/Medford – Revere Beach Parkway (Route 16) over the Malden River* and the *Medford – Revere Beach Parkway (Route 16) over the MBTA* from the FFY 2012 element to the FFY 2013 element
- cost changes to the *Boston/Cambridge - Longfellow Bridge* and the *Quincy – Fore River Bridge* in FFY 2012 element
- the addition of updated cash flows for the *Red Line/Blue Line Connector (Design)* project
- adjustments to the amount of matching funds for the Cape Ann Transportation Authority and the MetroWest Regional Transit Authority
- adjustment to the cash flows for the *Green Line Extension* project in FFY 2015 to reflect the state's updated New Starts assumptions

Members discussed these elements.

T. Bent suggested adding a notation to the TIP tables that states that if federal New Starts funding is not available for the *Green Line Extension* project, the Commonwealth is committed to using state bond funds to finance the project. Members consented to this change.

D. Koses noted that the amounts programmed in the TIP and LRTP for the *Route 128 Improvement Program, Contract 4* are not consistent. He asked about when the project is expected to be completed. A. McGahan noted that the figures in the LRTP are for the roadway portion of the project only, not the bridge portion. The project is funded in part by MPO target funds and in part by bridge funding.

A motion to program a \$400,000 federal earmark for the *Medway – Route 109* project in the FFY 2012 element of the FFYs 2012 – 2015 TIP was made by John Westerling, Town of Hopkinton, and seconded by Dennis Giombetti, Town of Framingham. The motion carried.

A motion to approve the FFYs 2012 – 2015 TIP as revised was made by D. Giombetti, and seconded by T. Bent. The motion carried.

In closing, S. Pfalzer reported that staff will be using the style of the State Implementation Plan tables as it moves forward with the TIP. He also noted several additional modifications to the TIP document.

9. Meeting Minutes – *Pam Wolfe, Manager of Certification Activities, MPO Staff*

A motion to approve the minutes of the meeting of September 8 – with a change recommended by David Koses, City of Newton, to page 7 – was made by J. Gillooly, and seconded by T. Bent. The motion carried.

D. Koses stated that he would like the minutes to show a record of how each member voted on action items. D. Mohler replied that this issue would be addressed in November when the new MPO members are elected and the full MPO is seated.

10. State Implementation Plan Update – *David Mohler, MassDOT*

MassDOT's monthly status report on the SIP was distributed. As discussed earlier in this meeting, all of the SIP projects are behind schedule.

11. Members Items

E. Bourassa gave an update on the MPO election process and reported that the field of candidates so far includes the following municipalities: Hopkinton, Medway, Norwood, Needham, Beverly, Woburn, Newton, Everett, Arlington, Lexington, Natick, and Chelsea.

P. Wolfe announced that copies of the final FFY 2012 Unified Planning Work Program (UPWP) are available on the table by the doorway.

12. Adjourn

A motion to adjourn and convene the MPO meeting was made by J. Romano, and seconded by T. Bent. The motion carried.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, September 22, 2011, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway

City of Boston

City of Newton
City of Somerville
Federal Highway
Administration
Federal Transit
Administration
MassPort
MAPC

MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council
Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton

Representatives and Alternates

David Mohler
David Anderson
John Romano
Jim Gillooly
Tom Kadzis
David Koses
Tom Bent
Paul Maloney

William Gordon

Paul Christner
Eric Bourassa
Eric Halvorson
Joe Cosgrove
Brian Kane
Steve Olanoff

Richard Reed
Christine Stickney
Dennis Giombetti
John Westerling
Mary Pratt

MPO Staff/CTPS

Walter Bennett
Michael Callahan
Maureen Kelly
Robin Mannion
Anne McGahan
Sean Pfalzer
Karl Quackenbush
Mary Ellen Sullivan
Alicia Wilson
Pam Wolfe

Other Attendees

Roland Bartl
Richard Canale
Andrew Carty
Mark Chase
Carolyn Dykema
Andrew A. Espinosa
Jim Gallagher
Heather Hoffman
Tom Holden
Jeff Howie
Mark Kaepplein

Stephen Kaiser

David Linsky
Stephen Mackey

Town of Acton
Town of Lexington
Conservation Law Foundation
Livable Streets Alliance
State Representative
Town of Medway

Lechmere Square Association
Town of Medway
Greenman-Pedersen, Inc
East Arlington Concerned
Citizens Coalition
Association of Cambridge
Neighborhoods
State Representative
Somerville Chamber of Congress

Rafael Mares	Conservation Law Foundation
Kevin McHugh	Coneco Engineers and Scientists (for the Town of Ipswich)
Barbara Miranda	Office of State Representative William Brownsberger
Alan Moore	Friends of the Community Path
Lisa Nelson	Office of Congressman Jim McGovern
Joe Onorato	MassDOT Highway
Karen Pearson	MassDOT Office of Transportation Planning
Jonah Petri	Somerville resident
Jeffrey Quinlan	Cambridge resident
Ellin Reisner	Somerville resident / Somerville Transportation Equity Partnership
Leah Robins	Office of State Representative Carolyn Dykema
Khalid Shakir	Young Somerville
Erin Souza	Office of State Representative Jim Vallee
Alayna Van Taril	Office of State Representative David Linsky
Trey Wadsworth	MassDOT Office of Transportation Planning
Lynn Weissman	Friends of the Community Path
Paul G. Yorkis	Town of Medway
Wig Zamore	Somerville Transportation Equity Partnership / Mystic View Task Force