

Memorandum for the Record Boston Region Metropolitan Planning Organization Meeting

June 28, 2012 Meeting

10:00 AM – 12:50 PM, State Transportation Building, Conference Rooms 2 & 3, 10 Park Plaza, Boston

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

Decisions

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

- endorse the federal fiscal year (FFY) 2013 Unified Planning Work Program (UPWP)
- endorse the FFYs 2013-16 Transportation Improvement Program (TIP) as amended at this meeting (see details in the body of this document)
- endorse the Amendment to the Long-Range Transportation Plan (LRTP), as revised today (see details in the body of this document)
- approve the work program for the *Route 79 Transportation Study – Evaluation of Alternatives*

Meeting Agenda

1. Public Comments

Catherine Moore, Stoneham resident, spoke in support of the *Stoneham, Winchester, and Woburn – Tri-Community Bikeway* project. She discussed the amount of time that project advocates have been working to advance the project, noting that Cameron Bain has been working on the project for 30 years. She stated that the residents of Stoneham have supported the project in town meeting and voted to designate the right-of-way as open/recreation space.

Kristina Johnson, City of Quincy, spoke on behalf of Quincy Mayor Tom Koch and Dennis Harrington. She expressed appreciation for the programming of the *Intersection and Signal Improvements at Hancock Street and East/West Squantum Streets* project in the draft TIP. She stated that the project will implement 80% of recommendations from a CTPS safety and operations improvement study, and it will improve pedestrian circulation issues. The city is confident that it can implement the project in FFY 2014.

K. Johnson also apprised members of the *Intersection Improvements at Quincy Avenue and East Howard Street* project, which is moving forward in the planning process. The city expects to submit the project to MassDOT's Project Review Committee in July. The city considers this project as mitigation for the construction of the Fore River Bridge, and believes it will promote economic development at the Fore River shipyard.

Lynn Weissman, Friends of the Community Path, expressed appreciation for the programming of the *Green Line Extension to Route 16* project and bicycle and

pedestrian projects in the TIP and UPWP. She also expressed hope that the MPO will continue to fund such transit, bicycle, and pedestrian projects in the future. She used a projection of a map of Somerville and Cambridge, which displayed the path of the Green Line Extension and Community Path as well as existing bicycle trails, to show how the Community Path would connect to four future Green Line stations and complete a 50-mile network of continuous trails in the region. She noted the need for funding to complete a segment of the Path to the North Point area of Cambridge. She asked the MPO to consider this funding in future TIPs. Cost estimates will be available when the 30% design is completed, she said.

Neil Osborne, President of the Mystic Valley Chapter of the National Association for the Advancement of Colored People (NAACP) and a West Medford resident, expressed grave concerns about the impact that a Green Line terminus at Route 16 would have on West Medford residents. He noted that he was representing members of the Mystic Valley NAACP who are typically African-Americans over the age of 65. He spoke about the history of this NAACP branch, which has its roots and core in West Medford, and concerns many members have that the Green Line project will encroach on their neighborhood. He expressed that a more appropriate terminus for the Green Line would be at College Avenue. He offered to discuss these matters further.

Paul Regan, MBTA Advisory Board, asked N. Osborne if his concern was about the potential for gentrification to occur in West Medford. N. Osborne confirmed that there are concerns that a terminus at Route 16 could change the character of the neighborhood in a way that would make it difficult for people of color to live there. He reiterated that the College Avenue area is a more appropriate terminus.

Carolyn Rosen, Chair of the Green Line Advisory Group of Medford (GLAM), also voiced concern about the impact that a Green Line terminus at Route 16 would have on Medford residents in terms of gentrification and displacement. GLAM is focused on objectives of social equity in Title VI and the Americans with Disabilities Act (ADA), and advocates for social equity analyses to be conducted for projects. She explained that GLAM cannot support the *Green Line Extension to Route 16* because it views the public outreach process around this project as flawed. She stated that the environmental justice community in Medford was marginalized during this process. She claimed that MassDOT held meetings in non-neutral environments rather than in the area of impact, that MAPC did not record the concerns expressed by opponents, and that the MPO held a meeting on April 19 to which only Green Line supporters were invited. She expressed that these agencies must hear diverse opinions about the project.

Dr. William Wood, GLAM, also expressed concerns about the public outreach process for the *Green Line Extension to Route 16* project and recommended that the project be postponed until the agencies get a better understanding of concerns of people from the environmental justice and disabled communities. He emphasized the need for participation in the process by people with disabilities and African-Americans. He noted that if the MPO votes for the project they will be negatively impacting the oldest middle-class African-American community in the country. He expressed that the project would

benefit Tufts University and developers more than residents. Dr. Wood complimented the MPO for upholding civil rights for people with disabilities at this meeting.

Mary Anne Adduci, Medford resident, also expressed concerns about the public outreach process for the *Green Line Extension to Route 16* project and recommended that the project be postponed to allow for more opportunity for the public to comment and for more study. She explained that she has been attending meetings on the Green Line Extension for five years. Without computer, she relies on notifications in the newspaper, mail, or by word of mouth. She noted that Medford residents were under the impression that the *Green Line Extension to Route 16* lacked funding, until they learned of the MPO's action to program the second phase of the Green Line project. She asked the MPO not to vote on the project until abutters are informed that the project is viable again, and to give consideration to the concerns of seniors and people with disabilities, and other residents who live near the proposed station area. She stated that building the Green Line to College Avenue satisfies the legal mandate to build the line.

Anita Nagem, Medford resident, expressed vehement opposition to the Route 16 terminus of the Green Line, a feeling she said is shared by her neighbors. She stated that residents were not notified of the MPO's action to fund the *Green Line Extension to Route 16*. She also expressed the view that MAPC's visioning meetings appeared designed to achieve a pre-determined result, with the focus on how the terminus area would be developed, while residents' concerns about traffic, parking, and gentrification of an African-American community were not addressed. While expressing support for the *Green Line Extension to College Avenue*, she asked the MPO to remove funding for the extension to Route 16.

Beth Rudolph, Town of Winchester, spoke in support of the *Stoneham, Winchester, and Woburn – Tri-Community Bikeway* project on behalf to the three towns in the project area. She noted that it is a regional project that links commercial centers, commuter rail stations, and schools. She also expressed support for the programming of the *Woburn – Montvale Avenue* project in the amendment to the LRTP.

Richard Rogers, Town of Danvers, spoke in support of programming the *Danvers – Liberty Street* project on the TIP.

Bill Bates, Office of State Representative Ted Speliotis, expressed Representative Speliotis's support for the *Danvers – Liberty Street* project. He noted that the project is ready to go out to bid and that it meets the MPO's criteria for updating old infrastructure, improving livability, and improving bicycle and pedestrian access.

Jeff Howie, Greenman-Pedersen, Inc., spoke on behalf of the Town of Reading to advocate for TIP funding for the *Reading – West Street* project. The project would reconstruct pavement, add sidewalks, and install signals at a school crossing on a one and three-quarter mile stretch of roadway. The project is at 75% design. The cost estimate is currently \$7 million. The town has been working on the project for 15 years and has been working to advance it through the MPO since 2006. The town has already

spent \$400,000 on design and is committed to the project, but concerned about spending more without a commitment of TIP funding.

Todd Fontanella, Merrimack Valley Planning Commission (MVPC's), registered support for the draft FFY 2013 UPWP and the inclusion of the *I-93 North and Southeast Expressway HOV Lane Monitoring* project. He expressed MVPC's interest in collaborating with CTPS on the project given their shared interest in managing congestion on Interstate 93.

Wig Zamore, Somerville Transportation Equity Partnership, et al., commended the MBTA and its consultant for conducting the public process for the *Green Line Extension* project. He also expressed appreciation for the MPO's public process and meetings. He asked that MPO staff use a larger font on the spreadsheets they produce. He also asked that a public workshop be held to review the methodology used for developing interim offset measures for the *Green Line Extension* project and for the MBTA to take public comments on that subject. He expressed support for extending the Green Line to Route 16 and for unifying that project with the *Community Path* project (using federal or state funds, not MPO funds).

W. Zamore also informed members that the World Health Organization has determined that diesel emissions are a class one carcinogen. Individuals at risk include transportation workers and people who live next to transportation facilities. He expressed concern that diesel powered trains are used on the Fairmount Corridor in a densely populated urban area. He distributed handouts with information on the subject.

Cameron Bain, Stoneham resident, voiced support for the *Stoneham, Winchester, and Woburn – Tri-Community Bikeway* project. He discussed the history of the project from its beginnings in 1988 when a committee was formed in Stoneham. In 1989, MAPC conducted a study that concluded that a linear path would be the best use of the railroad right-of-way. In 1995, the towns of Winchester and Woburn added their efforts to create the Tri-Community Bikeway. C. Bain stated that the project is in keeping with the Governor's Healthy Transportation Compact and federal plans for linear paths. He also remarked on the hard work that went into the project and the strong desire of people who worked on it to see it built in their lifetimes.

2. Chair's Report – Clinton Bench, MassDOT

The Chair reported that Congress is making progress on a two-year transportation bill. He also reported on efforts at the state level to address the MBTA's deficit for FY 2013. MBTA fares will be rising by approximately 25% in July. Despite the fare hike, the MBTA will still face a deficit in FY 2014. He advised people to contact their state representatives about the issue of transportation financing. He also noted that the legislature approved funding for Chapter 90.

3. Committee Chairs' Reports

There were none.

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

S. Olanoff reported that the Advisory Council met on June 13. In the morning, the group took a tour of the *Green Line Extension* (to College Ave.) project area. The project was discussed further at the meeting in the afternoon. The next meeting will be held on July 11 at 3 PM.

Following S. Olanoff's report, C. Rosen, GLAM, asked to be sent a copy of the Advisory Council's June 13 meeting minutes. She stated that, according to the Open Meeting Law, minutes must be posted within ten days of a meeting.¹ W. Wood, GLAM, then raised questions about whether individuals who are minorities or disabled are represented on the Council, and whether the Council hears diverse views.

C. Bench noted that S. Olanoff would be available to provide more information about the Council to those interested.

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

K. Quackenbush discussed two memoranda that were prepared at members' requests.

At the meeting of June 21, members discussed observed increases in traffic in the urban area. In response, Bill Kuttner, MPO staff, prepared a memorandum titled, "Recent Traffic Trends at Toll Plazas within Route 128," which provides data from toll data receipts (for traffic passing through toll plazas on the Massachusetts Turnpike and the harbor crossings). These data support the idea that traffic has been increasing.

Also at the last meeting, staff was asked to provide information that would give a sense of scale when considering carbon dioxide reduction figures. In response, Anne McGahan, LRTP Manager and MPO Air Quality Specialist, prepared a memorandum titled, "The Value of a Ton of Carbon Dioxide: An Overview of Greenhouse Gases, with a Focus on Carbon Dioxide." (This memorandum was presented later in the meeting.)

K. Quackenbush also noted that Eric Bourassa, MAPC, brought to the attention of staff a paper prepared by the National Association of Regional Councils, which discusses how MPOs integrate public health into transportation planning. The Boston Region MPO was mentioned in the paper as having a TIP process that aligns with the state's Healthy Transportation Compact legislation and that can incorporate health impact assessments (HIA). MAPC is taking a leadership role on HIAs in this region.

¹ Note: Section 22 (c) of the Massachusetts Open Meeting Law (M.G.L. c. 30A) requires that minutes must be created and approved in a "timely manner", and if they exist, must be made available within 10 days of a request.

During the Director's report, Dennis Giombetti, MetroWest Regional Collaborative (Town of Framingham), asked if staff would extend their research on toll plaza traffic volume to the Interstate 495 region.

6. FFY 2013 Unified Planning Work Program – Mary Ellen Sullivan, UPWP Manager, MPO Staff

M.E. Sullivan reported that the UPWP Committee met on June 21 and voted to approve the draft FFY 2013 UPWP and forward it to the MPO for final endorsement.

A motion to endorse the FFY 2013 UPWP, as recommended by the UPWP Committee, was made by the MBTA Advisory Board (Paul Regan), and seconded by the MassDOT Highway Division (John Romano). The motion carried.

7. FFYs 2013-16 Transportation Improvement Program – Sean Pfalzer, TIP Manager, MPO Staff

S. Pfalzer summarized public comments received during the public review period of the draft FFYs 2013-16 TIP and gave an overview of the staff proposal for project programming in this document. Members then took action on the TIP.

Public Comments

Members were provided with a matrix summarizing all public comments received. (The original comment letters and emails were also provided.) At the meeting of June 7, S. Pfalzer provided a summary of topics covered in the comments. Since that time the MPO has received additional comments expressing the following:

- support for the *Stoneham, Winchester, and Woburn – Tri-Community Bikeway* project (from Stoneham, Woburn, and Lynnfield residents)
- support for the *Green Line Extension to College Avenue and Union Square*, the *Community Path*, and the *Green Line Extension to Route 16*, as well as support for building the *Green Line Extension* in conjunction with the *Community Path* (from residents of Somerville and the Friends of the Community Path)
- opposition to the *Green Line Extension to Route 16* (from residents in Medford)
- support for multiple Inner Core projects and funding for transit maintenance (from the Inner Core Committee)
- request for programming the *Hopkinton – Route 135* project in the FFY 2013 element of the TIP (from the Town of Hopkinton)
- support for the *Assabet River Rail Trail* (from the Acton Board of Selectmen)

Staff Proposal

Members were also provided with revised TIP tables and a table showing proposed changes to project programming since the meeting of June 21. S. Pfalzer gave an overview of the proposed changes to each fiscal element of the TIP, as reflected in the TIP tables. The changes affect the following funding categories: Accelerated Bridge Program; earmarks; transit carryover funding; the Job Access and Reverse Program (JARC); and the New Freedom Program.

The proposed changes to the FFY 2013 element are as follows:

- an increase in funds programmed for the *Concord/Lincoln – Crosby's Corner* project due to changes in cash flows across years
- an increase in funds programmed for the *Danvers – Liberty Street* project
- changes to the values of several earmarks
- the addition of an earmark for design of the *Boston – Improvements to Gainsborough and St. Botolph Streets* project and the movement of a construction earmark for this project to FFY 2014
- the addition of an earmark for the *Boston – Reconstruction of Rutherford Avenue* project
- the movement of the *Boston – Morton Street over the MBTA and CSX Railroad* project from the FFY 2012 element to the FFY 2013 element
- cost change to the *Everett/Medford – Bridge Replacements, Revere Beach Parkway over the Malden River, and over MBTA and Rivers Edge Drive* project, which reflects the bundling of two bridge projects
- the programming of MBTA carryover funds, originally programmed in FFY 2012
- incorporation of grant awards under JARC and New Freedom Programs

Changes made in the Amendment Two of the FFYs 2012-15 TIP have resulted in the FFY 2013 element of the TIP exceeding fiscal constraint. The changes in FFY 2012 included adjustments to the cash flows for the *Crosby's Corner* project and a cost increase to the *Danvers – Liberty Street* project. As a result, the FFY 2013 element would be over-programmed by \$714,509.

The proposed changes to the FFY 2014 element are as follows:

- changes to the values of several earmarks
- the addition of the *Chelsea/Revere – Resurfacing and Related Work on Route 1* project
- the addition of the *Manchester – Safe Routes to School* project
- incorporation of multi-year grant awards under JARC and New Freedom Programs

The proposed changes to the FFY 2015 element are as follows:

- the addition of earmarks for the *Boston – Improvements to Commonwealth Avenue* project
- incorporation of a multi-year New Freedom grant award under JARC and New Freedom Programs

S. Pfalzer then discussed options for restoring the FFY 2013 element to fiscal constraint. This could be accomplished by reducing the dollars programmed for the *Lynn – Reconstruction of Route 129* project in the FFY 2013 element, and by moving the Intersection Improvement Program to FFY 2014. The MPO has programmed \$5.6 million for the Lynn project, but MassDOT believes that the cost estimates are coming in lower than expected for the project.

Members discussed the staff proposal.

Jim Gillooly, City of Boston (BTD), asked if the FFY 2014 element has the capacity to absorb the Intersection Improvement Program. S. Pfalzer replied yes and noted that the costs shown in the FFY 2014 column of the table include amounts for that program.

E. Bourassa asked if staff informed the City of Lynn of the proposed changes and confirmed the information regarding the Lynn project with the MassDOT Highway Division. S. Pfalzer replied yes.

Endorsement of TIP

A motion to endorse the FFYs 2013-16 TIP – as amended to include staff's recommendation to reduce dollars programmed for the *Lynn – Reconstruction of Route 129* project in the FFY 2013 element and to move the Intersection Improvement Program to FFY 2014 – was made by the Inner Core Committee (City of Somerville) (Tom Bent), and seconded by the At-Large Town (Town of Lexington) (Richard Canale). The motion carried.

During the discussion of this motion, members heard a comment from a member of the public. W. Wood, GLAM, noted that the MPO will be level-funded as a result of Congressional action, and recommended that the MPO wait to program funding for the *Green Line Extension to Route 16* until they are sure they will have funds available.

8. Amendment to the Long-Range Transportation Plan – Anne McGahan, LRTP Manager, MPO Staff

Prior to a vote on the proposed amendment to the Long-Range Transportation Plan, *Paths to a Sustainable Region*, A. McGahan gave an overview of the documents provided to members regarding the amendment and summarized public comments received during the public review period. She then discussed the memorandum on carbon dioxide.

Amendment Summary

One document provides an overview of the changes that would be incorporated in the amendment, which include:

- moving the *Hanover – Route 53* project from the FFYs 2016-20 timeband to the FFYs 2012-15 timeband
- moving the *Woburn – New Boston Street Bridge* and *Woburn – Montvale Avenue* projects from the FFYs 2021-25 timeband to the FFYs 2016-20 timeband
- updated financial information, which makes the LRTP consistent with the TIP
- the addition of projects programmed in the TIP which cost over \$10 million
- the incorporation of the latest designs for the *Boston/Cambridge – Longfellow Bridge* and *Boston – Casey Overpass* projects into the travel demand model, which is used to determine air quality conformity

Another document contains a table of project costs, available revenues in each five-year timeband, and percentage of program funding (Table 2). A copy of Chapter 10, containing the air quality conformity determination for the LRTP, was also distributed.

Public Comments

Lastly, members were provided with a summary of the public comments received during the public review period. (The original comment letters and emails were also provided.) At the meeting of June 21, A. McGahan provided a summary of topics covered in the comments received by noon on Wednesday June 20. Since that time the MPO has received additional comments expressing the following:

- support for the *Woburn – Montvale Avenue* project (from the Winchester Board of Selectmen)
- support of the *Green Line Extension to Route 16* as programmed (13 new comments from Arlington, Medford, and Somerville residents)
- support for the *Green Line Extension to Route 16* with full-funding for the *Community Path* (13 new comments from Belmont, Cambridge, Medford, and Somerville residents)
- support for the *Community Path*, *Assabet River Rail Trail*, and *Bruce Freeman Rail Trail* (from the Friends of the Community Path, Acton residents, and a Cambridge resident)
- a request that transportation planning be unified behind GreenDOT; that planners avoid past mistakes, such as bridge rebuilds in Somerville that did not take into account the *Green Line Extension* construction; that MassDOT find ways to substitute clean, electric-based transit for diesel-based commuter rail in dense urban areas; and that the conversion of Fairmount commuter rail lines to light rail be studied (from a Somerville resident)
- support of Urban Ring area improvements and a request that the following projects be added to the LRTP incrementally: Ruggles Platform construction; Melnea Cass Boulevard center median busway; bus and roadway improvements between BU Bridge and Audubon Circle; and short-term crosstown bus improvements from Sullivan Station to JFK/UMass Station via the Longwood Medical Area (from MASCO)

Members discussed the amendment.

J. Gillooly asked staff to add earmark funding for the *Boston – Commonwealth Avenue* project to Table 2 to reflect the amounts programmed in the TIP.

Mayor Scott Galvin, City of Woburn, thanked A. McGahan and the MPO staff for holding a public meeting in Woburn during the public review period. He emphasized the importance of the *Woburn – New Boston Street Bridge* and *Woburn – Montvale Avenue* projects to the City of Woburn and for the area. He asked the MPO to support the amendment.

Endorsement of the LRTP Amendment

A motion to endorse the Amendment to the LRTP, as revised to include earmark funds for the *Boston – Commonwealth Avenue* project, was made by the North Suburban Planning Council (City of Woburn) (Mayor Galvin), and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

Carbon Dioxide Discussion

A. McGahan then provided an overview of the information in the memorandum titled, “The Value of a Ton of Carbon Dioxide: An Overview of Greenhouse Gases, with a Focus on Carbon Dioxide.” This memorandum was prepared at the request of members to provide information that would give a sense of scale when considering carbon dioxide reduction figures.

She described the four greenhouse gases (GHGs) that make up most of the GHG emissions, and discussed the global warming potential (GWP) of each. The GWP is based on how well the gas absorbs energy and how long the gas stays in the atmosphere.

Carbon dioxide comprises 84% of all GHG emissions and enters the atmosphere primarily through the burning of fossil fuels. It can persist in the atmosphere for thousands of years. Carbon dioxide has a GWP of one, and is used as the baseline to measure the GWP of other gases. Methane comprises 10% of all GHG emissions and enters the atmosphere during production and transport of coal, natural gas, and oil. It has a GWP of 21, meaning that methane will cause 21 times as much warming as an equivalent mass of carbon dioxide over a 100 year period. Methane can persist for ten years in the atmosphere.

Nitrous oxide comprises 4% of all GHG emissions and enters the atmosphere as a result of agricultural and industrial activities and fossil fuel and solid waste combustion. It has a GWP of 300. It can persist in the atmosphere for 100 years. Fluorinated gases comprise 2% all GHG emissions and enter the atmosphere as a result of a variety of industrial processes. They are high-GWP gases.

MPO staff has calculated carbon dioxide impacts for projects in the LRTP and TIP because carbon dioxide makes up the highest percentage of GHGs and because the transportation sector emits GHGs from the burning of fossil fuels. For passenger vehicles only, carbon dioxide accounts for 94% of GHG emissions. Carbon dioxide emissions from vehicles are significantly higher than other pollutants. Details on how staff calculates emissions are provided in the memorandum.

A. McGahan provided comparisons to help give a sense of the value of a ton of carbon dioxide. For example, a mid-sized sedan weighs approximately two tons, and driving that vehicle 12,000 miles a year produces about 6 tons of carbon dioxide. To give a sense of how challenging it is to mitigate for such emissions, she noted that an average size tree can sequester about 0.012 tons of carbon dioxide over a ten year period.

Members discussed this topic.

C. Bench noted that the Boston Region MPO is taking the lead in Massachusetts on identifying the GHG impacts of transportation projects. This work will help MassDOT determine its approach to implementing GreenDOT and conforming with the Global Warming Solutions Act.

J. Gillooly suggested that it would be useful to know the amount of fossil fuels burned per MBTA passenger, and by mode. This information would likely underscore the importance of bicycle trail projects and shifting people to this mode of travel, he said. A. McGahan suggested that this question could be discussed when the MPO holds a workshop on GHGs.

Members then heard comments from the public.

W. Zamore stated that for every mile driven in a car, one pound of carbon dioxide is produced. He also commented on the half-life of pollutants and pollution from particulates.

9. Work Program for Route 79 Transportation Study – Evaluation of Alternatives
– Karl Quackenbush, Executive Director, Central Transportation Planning Staff

K. Quackenbush introduced the work program for *Route 79 Transportation Study – Evaluation of Alternatives*. This study follows upon a 2008 study that focused on reconnecting the downtown Fall River area to the waterfront. In this second study CTPS would support the work of MassDOT and its consultant to examine alternative roadway designs for the Route 79 corridor.

CTPS's work would involve conducting travel modeling for alternative roadway configurations, an environmental justice analysis, and air quality analysis (including GHGs). CTPS's travel model covers the south coast area and its projections will be consistent with the demographic data that underlies the LRTPs of the Boston Region and the Southeast Regional Planning and Economic Development District (SRPEDD).

Members discussed the work program.

Laura Weiner, At-Large Town (Town of Arlington), asked about the funding source for the study. K. Quackenbush replied that MassDOT will fund the study; the funds will not be coming from the MPO's 3C planning funds. The study is in the UPWP.

S. Olanoff asked about SRPEDD's involvement in terms of modeling. K. Quackenbush replied that the Boston Region MPO's model will be used for this study because it is multi-modal and covers the area south to Fall River and New Bedford. SRPEDD prepares its own socio-economic projections, which will be incorporated in the Boston Region MPO's model.

D. Giombetti asked if this study would have an impact on any other studies. K. Quackenbush replied no, that staff anticipated this work and incorporated it into its schedule. C. Bench added that the study will have no impact on the MPO's 3C planning funds.

A motion to approve the work program for the *Route 79 Transportation Study – Evaluation of Alternatives* was made by the City of Boston (BTD) (J. Gillooly), and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

10. Members Items

There were none.

11. 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.

**Boston Region Metropolitan Planning Organization Meeting Attendance
Thursday, June 28, 2012, 10:00 AM**

Members

At-Large City (City of Everett)
At-Large City (City of Newton)
At-Large Town (Town of Arlington)
At-Large Town (Town of Lexington)
City of Boston (Boston Redevelopment Authority)
City of Boston (Boston Transportation Department)

Federal Highway Administration
Inner Core Committee (City of Somerville)
Massachusetts Department of Transportation

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

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

Representatives and Alternates

James Errickson
David Koses
Laura Wiener
Richard Canale
Lara Mérida
Jim Gillooly
Tom Kadzis
Michael Chong
Tom Bent
Clinton Bench
Ned Codd
John Romano
Joe Cosgrove

Paul Regan
Eric Bourassa
Eric Halvorsen
Dennis Giombetti

Richard Reed

Tina Cassidy
Mayor Scott Galvin
Ed Tarallo
Steve Olanoff
Christine Stickney
Dennis Crowley

Tom O'Rourke

Other Attendees

Mary Anne Adduci	Medford resident
Cameron Bain	Stoneham Tri-Community Bikeway
Roland Bartl	Town of Acton Planning Department
Bill Bates	Office of State Representative Ted Speliotis
Callida Cenizal	MassDOT Office of Transportation Planning
Alex Doyan	Office of State Representative Carl Sciortino
Martha Duffield	Town of Danvers
Todd Fontanella	Merrimack Valley Planning Commission
Kristen Guichard	Town of Acton Planning Department
Tom Holder	Town of Medway
Geoffrey Howie	Greenman-Pedersen, Inc.
Kristina Johnson	City of Quincy
Brian Kane	MBTA Advisory Board
David Knowlton	City of Salem
Jeff Levine	Town of Brookline
John Lozada	MassDOT
Rafael Mares	Conservation Law Foundation
Barbara Miranda	Office of State Senator William Brownsberger
Alan Moore	Friends of the Community Path
Catherine Moore	Stoneham resident
Hayes Morrison	City of Somerville
Anita Nagem	Medford resident
Joe Onorato	MassDOT Highway
Neil Osborne	Mystic Valley NAACP
Ellin Reisner	Somerville Transportation Equity Partnership
Richard Rogers	Town of Danvers
Carolyn Rosen	Green Line Advisory Group of Medford
Beth Rudolph	Town of Winchester
Andrew Sylvia	Westford Patch
Joe Viola	Town of Brookline
Lynn Weissman	Friends of the Community Path
Brittany Williams	Conservation Law Foundation
Dr. William Wood	Green Line Advisory Group of Medford
Wig Zamore	Somerville Transportation Equity Partnership, Mystic View Task Force

MPO Staff/Central Transportation Planning Staff

Karl Quackenbush, Executive Director

Daniel Amstutz

David Fargen

Maureen Kelly

Robin Mannion

Anne McGahan

Elizabeth Moore

Scott Peterson

Sean Pfalzer

Mary Ellen Sullivan

Alicia Wilson

Pam Wolfe