

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

June 11, 2015 Meeting

10:00 AM – 12:05 PM, State Transportation Building, Conference Rooms 2&3, 10 Park Plaza, Boston, MA

David Mohler, Chair, representing Stephanie Pollack, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)

Decisions

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

- approve the state fiscal year (SFY) 2016 operating budget for the Central Transportation Planning Staff (CTPS)
- approve Amendment Three to the federal fiscal years (FFYs) 2015-18 Transportation Improvement Program (TIP)
- release draft Amendment Four to the FFYs 2015-18 TIP, as amended today, for a 30-day public review period
- release the draft FFYs 2016-20 TIP, as amended today, for a 30-day public review period
- release the draft Long-Range Transportation Plan (LRTP), *Charting Progress to 2040*, for a 30-day public review period
- release the draft FFYs 2016 Unified Planning Work Program (UPWP) for a 30-day public review period

Meeting Agenda

1. Public Comments

There were none.

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

There was none.

3. Committee Chairs' Reports

Sreelatha Allam, Chair of the MPO's Unified Planning Work Program (UPWP) Committee, reported that the UPWP Committee met this morning to discuss the FFY 2016 UPWP budget and projects.

4. Regional Transportation Advisory Council Report—Mike Gowing, Chair, Advisory Council

M. Gowing reported that the Advisory Council met on June 10 and finalized a comment letter to the MPO regarding the MPO's certification documents – the LRTP, TIP, and UPWP.

5. Executive Director's Report—Karl Quackenbush, Executive Director, Central Transportation Planning Staff (CTPS)

K. Quackenbush informed members that Elizabeth Moore, Director of Policy and Planning at CTPS, will be the point of contact for all certification activities matters following Pam Wolfe's retirement.

6. CTPS SFY 2016 Operating Budget—Paul Regan, Chair, Administration and Finance Committee

Paul Regan, Chair of the MPO's Administration and Finance (A&F) Committee, reported that the A&F Committee met on June 4 to review and vote on the SFY 2016 operating budget for CTPS. The proposed budget totals \$6.5 million, which is an increase of \$583,100 from the SFY 2015 budget. The increase reflects funding for the *MBTA 2015-16 Systemwide Passenger Survey* project. The funding available for ongoing work has declined. A packet of materials detailing the budget was distributed.

A motion to approve the SFY 2016 operating budget for CTPS was made by the MBTA Advisory Board (P. Regan), and seconded by the Metropolitan Area Planning Council (MAPC) (Eric Bourassa). The motion carried.

7. Transportation Improvement Program Amendment Three—Sean Pfalzer, MPO Staff

S. Pfalzer gave an overview of draft Amendment Three to the FFYs 2015-18 TIP. This amendment was released for public review on May 11. The amendment included approximately \$3 million in Section 5310 funds for community transit providers that serve seniors and people with disabilities and \$1 million for accessibility improvements for buses and bus facilities. It also made adjustments to funding for projects of the Cape Ann Transportation Authority (CATA).

On June 4, the MPO voted to revise the amendment to add \$63 million for the MBTA's Winter Resiliency Program. The funds applied to this program would be reprogrammed Section 5337 carryover funds. Those funds were previously designated for improvements to the MBTA's parking system, stations, and facilities.

During the public review period, the MPO received five public comments. One expressed support for the *Assabet River Rail Trail* project. Three expressed support for the *Reconstruction of Highland Avenue, Needham Street, and Charles River Bridge (Newton and Needham)* project. Another expressed support for the *Green Line Extension to Route 16* and asked that the federal New Starts funding for the portion of the extension to Union Square and College Avenue be reflected in the TIP.

Discussion

A motion to approve Amendment Three to the FFYs 2015-18 TIP was made by the Inner Core Committee (City of Somerville) (Tom Bent), and seconded by the MBTA Advisory Board (P. Regan).

During a discussion of this motion, Dennis Giombetti, MetroWest Regional Collaborative (Town of Framingham), asked for more information about the Winter Resiliency Program and the projects that will be deferred as a result of programming it.

S. Pfalzer cited the projects in the Winter Resiliency Program. These projects are described in the MBTA's SFY 2016 Capital Investment Program (CIP). The Winter Resiliency Program includes funding for the replacement of the third rail on the Red Line, third rail heating upgrades on the Red and Orange Lines, installation of snow fences on the Red and Orange Lines, vehicles for snow removal, preventative measures to mitigate the risk of collapse of the Quincy Center parking garage under the weight of snow, and emergency power generators.

Thom Dugan, Director of Capital Budget for the MBTA, discussed how the MBTA staff identified funding for the Winter Resiliency Program. The staff reviewed project lists in prior CIPs (SFYs 2013 and 2014) to identify project budgets that were larger than necessary, and they reprioritized smaller projects. An example of a reprioritized project is the installation and upgrade of telephones in certain MBTA facilities. D. Mohler added that funding for the program was also identified by closing out federal-aid contracts and bundling small amounts of funding into a larger pool of funding.

Members then voted on the motion to approve Amendment Three to the FFYs 2015-18 TIP. The motion carried.

8. Transportation Improvement Program Amendment Four—*Sean Pfalzer, MPO Staff*

S. Pfalzer presented the proposed Amendment Four to the FFYs 2015-18 TIP. This amendment includes updates to both the highway and transit portions of the TIP.

Proposed changes to the FFY 2015 element of the TIP are as follows:

- an adjustment to the cost of the *Reconstruction of Canal Street (Salem)* project to reflect the addition of the bikeway portion of the project; the revised cost includes \$1.9 million of Statewide Congestion Mitigation and Air Quality Program (CMAQ) funding and adjustments to the funding source for the MPO target funding portion
- a change in the funding source for a portion of the *Rehabilitation/Replacement of Six Bridges on Interstate 95/Route 128 (Route 128 Add-a-Lane – Contract V)*
- a decrease in the cost of the *Bridge Preservation, G-05-017, Route 128 over the Annisquam River, Phase 2* project
- reprogramming of the *Bridge Replacement, W-43-003, Salem Street over MBTA (Woburn)* project from FFY 2015 to FFY 2016 due to design issues and time required for coordinating with utilities
- change in funding source for several stormwater retrofit projects: *Resurfacing and Related Work on Route 1 (Chelsea, Revere)*, *Resurfacing and Related Work on Route 128 (Beverly)*, and *Stormwater Improvements Along Route 1 and Interstates 95 and 93 (Danvers, Medford)*
- addition of \$1.6 million for the *Stormwater Retrofits on Interstate 93, and Routes 3 and 18 (Boston, Braintree, Milton, Weymouth)* project
- programming of \$131 million for the MBTA's Bus Procurement Program; the funding is from FFY 2013 and FFY 2014 Section 5307 carryover funds and funds previously programmed for system upgrades, station modernization, and vehicle procurement
- programming of \$26.4 million for the MBTA's Columbia Junction Program; the funding is from FFY 2015 Section 5337 carryover funds
- additional of funds for CATA for preventative maintenance, acquisition of support equipment, shop equipment, and the rehabilitation of CATA's operations facility
- programming of \$2.1 million in grants from the Federal Transit Administration's (FTA's) Passenger Ferry Grant Program to support the following: the replacement of the engine repowering and steering control system for the MBTA's ferry, "Lightning"; improvements and safety repairs to the Pemberton Pier Commuter Ferry Terminal; and construction of the Inner Harbor Lovejoy Wharf Water Taxi Docking Facility
- programming an earmark for the MBTA's Low- or No- Emission Vehicle Deployment Program
- programming of \$1.5 million for the renovation of the MetroWest Regional Transit Authority's (MWRTA's) facility on Blandin Avenue in Framingham

The proposed change to the FFY 2016 element of the TIP is as follows:

- an adjustment to the cash flow of the multi-year *Bridge Rehabilitation, B-16-016, North Washington Street over the Charles River (Boston)* project to ensure fiscal constraint of this TIP; \$4 million will be moved out of the FFY 2016 element

Discussion

D. Mohler inquired about the adjustment to the FFY 2016 element and where the \$4 million for the *North Washington Street* bridge project would then be programmed.

S. Pfalzer explained that the funds are expected to move to the FFY 2017 element.

A motion to release Amendment Four to the FFYs 2015-18 TIP for a 30-day public review period was made by the MassDOT Highway Division (John Romano), and seconded by the MetroWest Regional Collaborative (Town of Framingham) (D. Giombetti).

During further discussion, Tom Kadzis, City of Boston, noted that the *Traffic Signal Improvements on Blue Hill Avenue and Warren Street (Boston)* project will not be ready for advertisement in the current year of programming, FFY 2015. He suggested that it be reprogrammed in FFY 2018, assuming the MassDOT Highway Division concurs.

A motion to remove the *Traffic Signal Improvements on Blue Hill Avenue and Warren Street (Boston)* project from the FFY 2015 element of Amendment Four to the FFYs 2015-18 TIP was made by the City of Boston (T. Kadzis), and seconded by the Advisory Council (M. Gowing). The motion carried.

Marie Rose, MassDOT, inquired about the change in funding source for the stormwater retrofit projects. S. Pfalzer and D. Mohler noted that the funds represent unobligated balances. The new source of funding is the Surface Transportation Program – Transportation Enhancement (this refers to the program in place prior to the MAP-21 legislation).

D. Mohler inquired about the funding programmed for CATA, specifically how federal funds could be programmed in FFY 2015 while the state match is programmed in FFY 2016. (Typically, federal funds and matching funds are programmed in the same year.)

S. Pfalzer explained that regional transit authorities (RTAs) have had difficulties scheduling projects and applying for grants because the state fiscal year and federal fiscal year do not align. As such, the MassDOT Rail and Transit Division discussed this issue with FTA and got approval to take the approach of programming the federal and state funds in different fiscal elements of the TIP. D. Mohler expressed concern about whether those funds could be obligated if programmed in this manner given that only the non-federal share of the funding for these projects would be appearing in the next

TIP, covering FFYs 2016-19. He suggested that a better approach may be to roll the funds over as carryover funds.

D. Mohler pointed out that the Passenger Ferry Grant funds that are programmed in this amendment are not MassDOT funds, rather they are federal funds passed through MassDOT to the MBTA.

D. Mohler questioned why the amendment reflects projects for CATA and MWRTA that are funded entirely by state dollars. S. Pfalzer noted that staff has been programming all grants these RTAs receive, many of which are for vehicles.

D. Mohler asked why funds are being directed for the renovation of the MWRTA's facility on Blandin Avenue since the facility was purchased just recently. Lynn Ahlgren, MWRTA, explained that the MWRTA purchased a building that must be gutted and rehabilitated. The total cost of the rehabilitation will be \$10 million. The \$1.5 million in RTA Capital funding being programmed in this amendment will be used for interior renovations and fencing the property. RTA Capital funding expires annually on June 30. Originally, these funds were to be spent on a bus procurement project, however, the project was delayed. Since the buses could not be purchased by June 30, the funding was redirected to the renovation project.

Steve Olanoff, Three Rivers Interlocal Council, asked where the funds currently in the FFY 2015 element for the *Bridge Preservation, G-05-017, Route 128 over the Annisquam River, Phase 2* project and the *Bridge Replacement, W-43-003, Salem Street over MBTA (Woburn)* project are being moved. S. Pfalzer stated that they will likely be applied to another bridge project in the state.

Members then voted on the motion to release Amendment Four to the FFYs 2015-18 TIP, as amended today, for a 30-day public review period. The motion carried.

9. Release of Draft Certification Documents for Public Reviews—Sean Pfalzer, Anne McGahan, and Michelle Scott, MPO Staff

Staff provided updates on the development of the MPO's draft certification documents and, following discussions, members voted to release the documents for public review. Conversations regarding each document are summarized below.

FFYs 2016-20 Transportation Improvement Program

S. Pfalzer presented a number of updates and changes made to the list of projects for inclusion in the FFYs 2016-20 TIP. The changes are summarized below by project type.

Highway Projects

Statewide Bridge Projects:

- cost decrease to the *Bridge Preservation, G-05-017, Route 128 over the Annisquam River, Phase 2* project because the bid came in lower than expected
- delay to the *Bridge Replacement, W-43-003, Salem Street over MBTA (Woburn)* project; it will be reprogrammed from the FFY 2015 element to the FFY 2016 element
- cost decrease to the *Superstructure Replacement and Substructure Rehabilitation, C-17-002, Atlantic Avenue over Little Harbor Inlet (Cohasset)* project based on the most recent design estimate
- cost increase to the *Bridge Rehabilitation, B-21-060 and B-21-061, Route 3 over Ramp C (Quincy Adams) (Braintree)* project based on revised construction estimates and traffic control costs
- cost increase to the *Bridge Replacement, B-16-237, Massachusetts Avenue (Route 2A) over Commonwealth Avenue (Boston)* project based on 75% design estimates
- cost increase to the *Superstructure Replacement, H-06-010, Route 3 over Route 123 (Webster Street) and, N-24-003, Route 3 over Route 123 (High Street) (Hanover, Norwell)* project because of new highway work identified in the design process
- delay to the *Bridge Rehabilitation, B-16-016, North Washington Street over the Charles River (Boston)* project; it will be reprogrammed from the FFY 2016 element to the FFY 2017 element
- cost increase to the *Bridge Replacement, D-03-018, Route 128 over Waters River (Danvers)* project due to a reevaluation of the project scope
- adjustment to cash flows for the *Bridge Replacement, L-18016=S-05-008, Route 107 over the Saugus River (Lynn, Saugus)* project
- cost increase to the *Bridge Replacement, H-23-006=W-24-016, Fruit Street over CSX and Sudbury River (Hopkinton, Westborough)* project
- addition of the \$4.7 million *Bridge Replacement, S-09-003 (40N), Maskwonicut Street over AmTrak/MBTA (Sharon)* project
- addition of the \$3.6 million *Bridge Replacement, S-29-11, Box Mill Road over Elizabeth Brook (Stow)* project

Interstate Maintenance Projects:

- cost decrease to the *Interstate Maintenance and Related Work on Interstate 495 (Foxborough, Plainville, Wrentham)* project (# 606176) because the scope has

been revised to focus only on preservation work; the repaving work will be implemented through a new \$29 million project of the same name (# 608210)

- cost increase to the *Resurfacing and Related Work on Interstate 93 (Randolph, Quincy, Braintree)* project
- the *Interstate Maintenance and Related Work on Interstate 495 (Franklin)* project has been incorporated into project # 606176
- addition of the \$4.6 million *Interstate Maintenance and Related Work on Interstate 95 (Reading, Wakefield)* project
- addition of the \$22 million *Interstate Maintenance and Related Work on Interstate 93 (Quincy, Milton, Boston)* project

National Highway System Preservation Projects:

- Addition of the following projects:
 - *Resurfacing and Related Work on Route 9 (Southborough)* – \$3.79 million
 - *Route 9 Corridor Enhancements (Wellesley)* – \$7.3 million
 - *Resurfacing and Related Work on Route 3 (Marshfield, Pembroke, Norwell, Hanover, Rockland, Hingham)* – \$17.5 million
 - *Resurfacing and Related Work on Route 109 (Dedham)* – \$2.5 million
 - *Resurfacing and Related Work on Route 2 (Concord)* – \$1.78 million
 - *Resurfacing and Related Work on Route 20 (Marlborough)* – \$6.1 million
- Cost increase to the *Resurfacing and Related Work on Route 1 (Lynnfield, Peabody)* project as a result of a change in scope to incorporate bicycle accommodation and ADA-related work
- Cost decrease to the *Resurfacing and Related Work on Route 1 (Saugus)* project
- Removal of the *Resurfacing and Related Work on Route 3A (Marshfield)* project because the project has been completed by MassDOT District 5 with non-federal aid
- Removal of the *Resurfacing and Related Work on Route 3 (Marshfield, Plymouth)* project because it is being incorporated into the new *Resurfacing and Related Work on Route 3 (Marshfield, Pembroke, Norwell, Hanover, Rockland, Hingham)* project

Statewide Infrastructure Projects:

- Addition of the \$3.7 million to the *Highway Lighting Repair and Maintenance on Route 2 (Arlington, Belmont)* project

Safe Routes to School Projects:

- Cost decreases to projects at the following schools:
 - Veterans Memorial School (Saugus)
 - Madelaine English School (Everett)
 - Garfield Elementary and Middle School (Revere)
- Cost increase to the project at Hosmer Elementary (Watertown)

Statewide CMAQ Projects:

- Cost increase to the *Signal and Intersection Improvements at Route 27 (Wayland)* project because full-depth pavement reconstruction will be required
- Cost decrease to the *Bruce Freeman Rail Trail Construction, Phase 2C* project
- Cost increase to the *Pedestrian Bridge Rehabilitation (Carlton Street Footbridge) (Brookline)* project due to the costs of elevating the bridge over the MBTA tracks and ADA work
- Cost increase to the *Rail Trail Extension (from the Galvin Middle School to the Lynnfield/Peabody town line) (Wakefield, Lynnfield)* project
- delay to the *Signal and Intersection Improvements at Route 28 and North Street (Stoneham)* project; it will be reprogrammed from the FFY 2016 element to the FFY 2017 element and the cost will be reduced because it will address one intersection instead of two as originally designed
- delay to the *Bruce Freeman Rail Trail Construction, Phase 2B (Acton, Concord)* project; it will be reprogrammed from the FFY 2017 element to the FFY 2018 element due to readiness concerns
- addition of the \$5.85 million *Cochituate Rail Trail Construction including Pedestrian Bridge, N-03-014, over Route 9 and Bridge over Route 30 (Framingham, Natick)* project
- addition of the \$1.9 million *Multi-use Path Construction on New Fenway (Boston, Brookline)* project

* Note: The project proponents for the *Bruce Freeman Rail Trail* project have requested that the project remain in the FFY 2017 element. They expect that the 25% design plans will be ready this summer.

Highway Safety Improvement Program Projects:

- Addition of the following projects:
 - *Intersection and Signal Improvements at Two Locations: Route 53 at Mutton Lane and Pleasant Street (Weymouth) – \$550,000*
 - *Intersection and Signal Improvements at Granite Avenue and Squantum Street (Milton) – \$350,000*

- *Intersection and Signal Improvements on Routes 2 and 111 at Piper and Taylor Roads (Acton) – \$1.5 million*
- *Intersection and Signal Improvements at Route 1A at Swampscott Mall (Swampscott) – \$550,000*
- *Guide and Traffic Sign Replacement on a Section of Interstate 95 (Reading to Lynnfield) – \$3.5 million*
- *Guide and Traffic Sign Replacement on a Section of Route 1 (Chelsea to Danvers) – \$5.9 million*
- *Intersection and Signal Improvements at the VFW Parkway and Spring Street (Boston) – \$550,000*
- *Intersection and Signal Improvements at Route 1 and Morse Street (Norwood) – \$550,000*
- *Intersection and Signal Improvements at Two Locations: Route 138 at Atherton Street and Bradlee Road and Route 138 at Milton Street and Dollar Lane (Milton) – \$1.1 million*

Stormwater Improvement Projects:

- Addition of the following projects:
 - *Stormwater Improvements along Route 107 (Salem) – \$125,000*
 - *Stormwater Improvements along Route 3A and Route 28 (Hingham, Brockton) – \$479,100*
 - *Resurfacing and Related Work on Route 109 (Dedham) – \$216,000*
 - *Stormwater Improvements along Interstate 93 (Milton) – \$560,000*
 - *Upper Mystic River Route 3 (Winchester) – \$224,000*
- Removal of the stormwater improvement portion of the *Interstate Maintenance and Related Work on Interstate 495 (Foxborough, Plainville, Wrentham)* project (# 606176)

There will be one change to the list of project earmarks to reflect the MPO's recent action on Amendment 4 to the FFY 2015-18 TIP to reprogram the *Traffic Signal Improvements on Blue Hill Avenue and Warren Street (Boston)* project and its earmark from the FFY 2015 element to the FFY 2018 element.

For informational purposes, staff provided the updated figures for Grant Anticipation Notes (GANs) payments on MassDOT's Accelerated Bridge Program. The payments will total over \$245 million over the course of the FFYs 2016-19 TIP elements.

Cash flows for the State Implementation Plan (SIP) commitments were also provided. These projects are the *Green Line Extension (to Union Square and College Avenue)*,

the *Fairmount Line Improvement Project*, and the *Red Line – Blue Line Connector (Design)* project.

The list of projects in the MPO's Target Funding Program has not changed since members voted on the list on May 7. This list includes FFYs 2016 – 2020; FFY 2020 is included for the MPO's planning purposes.

Discussion of Highway Projects

D. Mohler pointed out that the *Route 9 Corridor Enhancements (Wellesley)* project should be named *Resurfacing and Related Work on Route 9* to accurately reflect the work to be done.

Michael Chong, Federal Highway Administration (FHWA), asked if the stormwater improvement projects would be listed as being funded by the Transportation Enhancements Program. S. Pfalzer replied yes.

Marie Rose, MassDOT, stated that the *Reconstruction of Melnea Cass Boulevard (Boston)* project, which has an earmark, will not be ready for construction in the proposed year of programming, FFY 2016. T. Kadzis concurred and suggested that it be reprogrammed in FFY 2018.

D. Mohler advised staff that the five-year TIP, covering FFY 2016 – 2020, may be released for public review. MassDOT, however, will report on four years, FFYs 2016 – 2019, in the State Transportation Improvement Program (STIP) (for consistency with the timeframes of the TIPs from other MPO's in the Commonwealth).

Dennis Crowley, South West Advisory Planning Committee (Town of Medway), noted that there are two projects on the MPO Target list – the *Improvements to Commonwealth Avenue (Boston)* and the *Tri-Community Bikeway (Winchester, Stoneham, Woburn)* – that are flagged as at high risk for not being ready for construction in the year of programming, FFY 2015. (These projects must be ready for advertisement in by September 30 of this year to receive TIP funding.) He suggested that consideration be given to identifying other projects that could be made ready by September, so that the region does not lose the \$18 million programmed for these projects.

S. Pfalzer and M. Rose replied that there are few projects that could make use of that funding, with the exception of the *Improvements on Dedham Street/Canton Street (Canton, Norwood, Westwood)*, part of the *Canton Interchange Project*, which is at 100% design. The cost of the project exceeds the potential \$18 million that would be available in FFY 2015, however. D. Mohler noted that no municipally sponsored project

can be made ready in the short time frame, but that MassDOT could potentially identify a bridge or a project from the statewide line items if necessary.

David Koses, At-Large City of Newton, raised the possibility of applying the funds to accelerate the construction of the *Route 128 Add-a-Lane – Contract V* project.

Jay Monty, At-Large City of Everett, suggested the *Rehabilitation of Beacham Street (Everett)* project as a possible replacement. The project is at the 100% design phase. MassDOT would need to confirm if the project has its permits and right-of-way, however.

D. Giombetti requested that MassDOT explore potential options for using the \$18 million in FFY 2015 if the two projects are not ready in time. M. Rose noted that the only projects that could be ready in the short time frame would be resurfacing projects on state highways where no right-of-way is required. Typically, MPO target funds are not used for resurfacing projects. D. Mohler added that MassDOT and MPO staff will search through the Universe of Projects for potential candidates.

T. Kadzis expressed that the City of Boston is confident that the *Commonwealth Avenue* project will be ready for FFY 2015. He explained that the preparation of the project has been slowed because the city, responding to community input, redesigned the project to include a protected bicycle lane. Outstanding issues involve securing easements. The city has engaged a firm to address this issue and the city has begun to implement the process for securing the right-of-way.

Tom O'Rourke, Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce), expressed concern that there are another two projects on the MPO Target list that are flagged as at high risk for not being ready for construction in FFY 2016.

Transit Projects

The MWRTA and CATA receive federal Section 5307 funding and state funding from the MassDOT Rail and Transit Division.

Changes to the MWRTA project list include the following:

- Increased funding for the non-fixed route ADA paratransit service
- addition of funding for the Intermodal Transit Terminal at Blandin Avenue
- addition of funding for the Mobility Management Program
- increased funding for the acquisition of bus support equipment and facilities

Changes to the CATA project list include the following:

- increase in funding for preventative maintenance
- increase of funding for bus replacements
- addition of funds for the renovation of CATA's operations facility, and to acquire support vehicles and equipment

Changes to the MBTA's list of projects includes the changes reflected in Amendment Four of the FFYs 2015-18 TIP regarding the programming of the MBTA's Bus Procurement Program and Columbia Junction Program. Some funding remains unallocated in FFYs 2016-19 due to a previous amendment that removed a project for the procurement of Red and Orange Line vehicles. Funding for the Bridge and Tunnel Program, System Upgrades, and Preventative Maintenance – which are reflected in the FFYs 2015-18 TIP – are maintained in FFY 2019 as well.

The MBTA has prepared a one-year Capital Investment Plan (CIP) for SFY 2016. As the MBTA moves forward to prioritize a five-year CIP, covering SFY 2017-21, the programming of MBTA projects in the TIP will be subject to change.

Discussion of Transit Projects

D. Mohler asked why funding for the MWRTA's non-fixed route paratransit service declines in FFY 2019 (from \$1.6 million in previous years to \$455,000 in FFY 2019).

L. Ahlgren explained that the overall cost of MWRTA's paratransit program is not expected to decline. In FFY 2019, the MWRTA expects to fund that service with other resources, such as local assessments or resources from other federal programs. She explained that MWRTA is attempting to drive down the cost of its paratransit service by various means, including by maintaining vehicles in-house.

D. Mohler asked staff to find out why no dollars are programming in FFY 2016 for CATA's Preventative Maintenance Program and why CATA's overall program is proposed to double in cost in FFYs 2017 and 2018.

D. Mohler emphasized that the programming of MBTA projects in this TIP represents a placeholder. This programming is subject to change as the MBTA develops the SFY 2017-21 CIP.

Motion

A motion to release the draft FFYs 2016-20 TIP, as amended today, for a 30-day public review period was made by the Advisory Council (M. Gowing), and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

Long-Range Transportation Plan

A. McGahan gave a brief overview of the draft chapters of the new LRTP, *Charting Progress to 2040*, which were made available for members to review prior to this meeting. Member had reviewed chapters 1 (*Transportation Planning for the Boston Region*), 2 (*Process for Developing Charting Progress to 2040*), and 3 (*Transportation Needs in the Boston Region*) previously. The following chapters were distributed prior to this meeting:

- Chapter 4, *Funding the Transportation Network*
- Chapter 5, *The Recommended Plan*
- Chapter 6, *Charting Performance*
- Chapter 7, *Transportation Equity*
- Chapter 8, *Air Quality Conformity Determination and Greenhouse Gas Analysis*

Chapter 4 provides details of highway and transit finances, financial assumptions used in the LRTP, priorities for funding, and funding sources. Chapter 5 includes the recommended plan for the LRTP, including the project list, project descriptions, and funding by five-year time band. Chapter 6 provides background information on the MPO's performance-based planning process and shows progress toward the MPO's goals and objectives.

Chapter 7 provides background information on the MPO's Transportation Equity Program. It presents the results of an equity analysis of benefits and burdens on minority and low-income populations from the implementation of the recommended plan. The analysis considered the impact of the implementation of major infrastructure projects. The results show the differences between the build and no-build for accessibility measures, such as average travel times to job locations, hospitals, and higher education institutions, as well as mobility and air quality measures. No disparities were found on most measures. There is a disproportionate burden associated with the vehicles miles travelled (VMT) measure for low-income populations and a disparate impact on minority populations, however, because the changes measured were within the margin of error of the model, it is unlikely that the impacts are meaningful. Any potential VMT impacts will be addressed by selecting projects for inclusion in the LRTP's investment programs.

Chapter 8 presents the results of an air quality conformity analysis for carbon monoxide. The chapter will also include a greenhouse gas analysis; staff is awaiting the results from a statewide analysis.

Staff has addressed members' comments on the draft text that have been received to date.

The public review period for the LRTP (along with the TIP and UPWP) is expected to begin on June 22 and staff will continue outreach to the public through June. To date, staff has attended meetings of all of the MAPC subregions, except the South Shore Coalition, which staff will visit on June 15. Staff will hold two public meetings during the public review period: at Everett City Hall on June 25, and at the State Transportation Building in Boston on June 30. Staff is also releasing mini-surveys to elicit feedback from the public.

A motion to release the draft LRTP, *Charting Progress to 2040*, for a 30-day public review period was made by the MassDOT Highway Division (John Romano), and seconded by the Minuteman Advisory Group on Interlocal Coordination (Town of Bedford) (Richard Reed). The motion carried.

Unified Planning Work Program

M. Scott provided an update on the draft FFY 2016 UPWP and presented a recommendation from the MPO's UPWP Committee to adjust the UPWP budget and set of new projects.

The budget adjustment is required to address issues associated with FTA funding. The MPO has not yet received an estimate of the amount of Section 5303 funding that will be available for FFY 2016. Also, the available funding estimates from FTA only cover eight months, so projections must be made for the remaining months of the fiscal year.

Further, the MPO can expect a slight reduction in federal funding compared to the previous year; the CTPS budget could be reduced by as much as \$5,000 and the MAPC budget could be reduced by as much as \$1,000. To address this reduction, the committee is recommending the removal of one project from the UPWP, the *MBTA Parking Lots: Price Sensitivity Analysis*. The committee would consider revisiting this project during the development of the FFY 2017 UPWP, and revising it to address concerns raised about the project during a previous MPO discussion.

The *MBTA Parking Lots: Price Sensitivity Analysis* project has a budget of \$15,000 in PL funds and \$15,000 in Section 5303 funds. The committee is recommending reprogramming the PL funds to supplement the *Pedestrian Level-of-Service Metric Development* project, and reprogramming the Section 5303 funds to the *Regional Transit Service Planning Technical Support* project. If funding for the overall budget is reduced, the funds will be subtracted from the latter project. If MAPC's portion of

funding is affected, the budget for the *Land Use Development Project Reviews* would be reduced accordingly.

The committee is also proposing an adjustment to the budget for the *Safety Analysis for Intersections Near MAGIC Schools* project to reflect that the project will be completed in FFY 2015 rather than FFY 2016. Funds associated with this project would be transferred to the *Household Survey-based Travel Profiles and Trends: Selected Policy Topics* project.

Adjustments are also proposed for the budgets of agency-funded projects. The largest adjustment is to the *MBTA Systemwide Passenger Survey* project. The *MBTA University Pass Title VI Equity Analysis* project has been removed from the UPWP because it will be conducted by the MBTA.

A motion to release the draft FFYs 2016 UPWP for a 30-day public review period was made by the MBTA Advisory Board (P. Regan), and seconded by the MetroWest Regional Collaborative (Town of Framingham) (D. Giombetti). The motion carried.

10. Members Items

D. Giombetti invited members to attend a ribbon-cutting ceremony at the MWRTA's Intermodal Transit Terminal on Blandin Avenue in Framingham on July 17. MassDOT and the MPO both supported this project.

M. Gowing invited members to attend a ribbon-cutting ceremony for a section of the Bruce Freeman Rail Trail. He also alerted members to a report released by MAPC on the agency's position on Boston's Olympic bid.

D. Mohler announced that MassDOT has released its Capital Investment Plan (CIP) for public review. MassDOT will hold ten public meetings, two of which are hearings, during the public review period. He provide the dates and locations.

The MPO meeting of June 18 was canceled.

11. Adjourn

A motion to adjourn was made by the MBTA Advisory Board (P. Regan), and seconded by Inner Core Committee (City of Somerville) (T. Bent). 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 Transportation Department)	Tom Kadzis
	Patrick Hoey
Federal Highway Administration	Michael Chong
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler
	Marie Rose
	John Romano
	Sreelatha Allam
MBTA	Janice Ramsay
	Thom Dugan
MBTA Advisory Board	Paul Regan
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (Town of Framingham)	Dennis Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Bedford)	Richard Reed
North Suburban Planning Council (City of Woburn)	Tina Cassidy
Regional Transportation Advisory Council	Mike Gowing
South West Advisory Planning Committee (Town of Medway)	Dennis Crowley
Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce)	Tom O'Rourke

Other Attendees	Affiliation
Lynn Ahlgren	MetroWest Regional Transit Authority
Ashley Basta	Conservation Law Foundation
J. Elliott	
Rafael Mares	Conservation Law Foundation
Owen MacDonald	Town of Weymouth
Joseph Manning	International Brotherhood of Electrical Workers – Local 103
Elena Mihaly	Conservation Law Foundation
Steve Olanoff	Three Rivers Interlocal Council
Essek Petrie	HNTB
Ellen Spring	Office of State Representative Denise Garlick
Felicia Webb	Cape Ann Transportation Authority
Wig Zamore	Somerville Transportation Equity Partnership / Mystic View Task Force

MPO Staff/Central Transportation Planning Staff

Karl Quackenbush, Executive Director
Robin Mannion, Deputy Executive Director

Maureen Kelly
Anne McGahan
Elizabeth Moore
Scott Peterson
Sean Pfalzer
Michelle Scott
Pam Wolfe
