

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

March 15, 2018 Meeting

10:00 AM–12:45 PM, State Transportation Building, Conference Rooms 2 and 3,
10 Park Plaza, Boston

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

Meeting Agenda

1. Introductions

See attendance on page 13.

2. Public Comments

State Senator Jason M. Lewis (Fifth Middlesex District), Councillor Ryan O'Malley (Malden City Council), and Deborah Burke (Malden Redevelopment Authority) advocated for the inclusion of project #608275 (Exchange Street Downtown Improvement Project in Malden) in the federal fiscal years (FFY) 2019–23 Transportation Improvement Program (TIP). Senator Lewis stated that this comment conveys the support of Mayor Gary Christenson and the entire legislative delegation from the City of Malden that includes Representatives Steven Ultrino, Paul J. Donato, and Paul Brodeur. (*Note: Representative Ultrino has submitted a written comment letter expressing his support for the project, which is posted to the MPO's meeting calendar.*) Senator Lewis noted that Malden has not received TIP target funding since 2008. Downtown Malden is experiencing significant development, including the reconstruction of City Hall and several mixed-use private developments. Approximately 11,000 customers per day pass through Malden Center station, while vehicle congestion and pedestrian and bicycle traffic are increasing. Exchange Street is the primary connection between downtown Malden and Malden Center station. Senator Lewis stated that Exchange Street is badly in need of Complete Streets upgrades to accommodate pedestrians, bicyclists, and people with disabilities. Currently the street has inadequate lighting, narrow sidewalks that are not compliant with the Americans with Disabilities Act, and a road design that encourages speeding. Crossing distances for pedestrians are long and there are no bicycle accommodations. Senator Lewis stated that Malden expects to submit 25 percent design plans in April 2018 and final design plans by the end of 2018. Because of additional pressure that will be put on this area by the planned Wynn Casino in Everett, Malden has procured a grant from the Massachusetts Gaming Commission to cover design costs. The estimated cost of the Exchange Street project is

approximately \$1.5 million. Councillor O'Malley stressed that the Boston region is undergoing a housing crunch and Malden has attempted to mitigate this by allowing the development of thousands of new residential units in the immediate vicinity of Exchange Street. New housing means that capacity management and transportation infrastructure improvements are important to the area. D. Burke noted that the project is integral to the overall revitalization of downtown Malden, adding that private mitigation funds have decreased the costs of the Exchange Street project by approximately \$500,000.

State Senator John F. Keenan (Norfolk and Plymouth District), Tim Gordon (Town Administrator, Town of Holbrook), and Chris Pellitteri (Town of Holbrook) advocated on behalf of project #606501 (Reconstruction of Union Street [Route 139] in Holbrook), which is currently programmed in FFY 2021. Senator Keenan stated that the town is encouraging the MPO to reprogram this project to an earlier year of the TIP. This project consists of approximately eight-tenths of a mile, which Senator Keenan stated is a critical connection between Holbrook center and the MBTA Commuter Rail station on Union Street with the potential for greater economic vitality. Senator Keenan added that the corridor is currently in a state of disrepair, with a lack of sidewalk accommodations for pedestrians. The estimated cost of this project is approximately \$3 million. T. Gordon stated that the 75 percent design materials will be submitted to MassDOT by the end of March 2018, anticipated 100 percent design by November 2018, and believed the project would be ready for advertisement by FFY 2020. Holbrook recently passed a town-wide rezoning bylaw that allows new forms of development along this corridor. T. Gordon added that although many Holbrook residents use the Commuter Rail, walking along the corridor that leads to the station is not an attractive or safe option at this time. Holbrook has been working on several improvement projects with town funds, including converting to LED streetlights town wide. T. Gordon stressed that the town will be ready to advertise this project in FFY 2020 and asked that the MPO consider reprogramming the project to an earlier year of the TIP.

Dan Carty (Board of Selectmen, Town of Sudbury) advocated for the inclusion of project #607249 (Intersection improvements at Route 20 and Landham Road in Sudbury) in the FFYs 2019–23 TIP. D. Carty noted that he previously advocated for this project at the December 21, 2017, MPO meeting, and his colleagues Selectman Pat Brown and Town Environmental Planner Beth Suedmeyer both spoke in favor of the project at the March 1, 2018, MPO meeting. D. Carty stressed that the intersection of Route 20 and Landham Road is dangerous, experiencing more than 170 reported accidents in the last 10 years, including a fatality in 2011. According to MassDOT statistics, the crash rate at this intersection is nearly double that of an average intersection in MassDOT Highway District 3. This project will address those safety concerns, congestion and drainage issues, and incomplete pedestrian and bicycle accommodations. D. Carty thanked his

colleagues in Sudbury for their advocacy and noted the assistance that the town has received from Heidi Strucker at the Metropolitan Area Planning Council (MAPC), who worked with the town to include this project in [a written comment letter](#) from the Minuteman Advisory Group on Interlocal Coordination (MAGIC) (posted to the MPO's meeting calendar), and Anne Sullivan from MassDOT, who indicated on February 27, 2018, that, "We feel the status of this project will make it a strong contender for FFY 2019 given the anticipated gaps in that year on the TIP." D. Carty added that A. Sullivan indicated she would pursue the possibility of funding this project via the State Highway Safety Improvement Program (HSIP). D. Carty stressed the safety concerns, citing an accident as recent as February 19, 2018. Significant development along Route 20 is increasing rapidly, which will only increase traffic and lead to more accidents if this project is not completed.

State Senator Paul R. Feeney (Bristol and Norfolk), Jim Johnson (Town Administrator, Town of Walpole), and William Buckley (Office of State Representative John H. Rogers) advocated on behalf of project #602261 (Reconstruction on Route 1A [Main Street] in Walpole). This project is currently programmed in FFY 2020 but is indicated as at risk of being reprogrammed to FFY 2021. J. Johnson requested that the MPO not move this project to FFY 2021. J. Johnson acknowledged that there are some right-of-way issues with this project but added that Green International, the town's consultant, has confirmed that 100 percent design materials will be submitted by the end of summer 2018 and that they anticipate no major challenges besides right-of-way takings. J. Johnson stressed that this project has been in the MPO's Universe of Projects for possible funding with target funds since 1997, and those issues will still exist if the project is pushed out to a later year. Senator Feeney stressed public safety and economic development as issues that will be addressed by this project, adding that State Representatives John H. Rogers, Paul McMurtry, Shawn Dooley, and Louis L. Kafka are all in support of keeping this project in FFY 2020. Senator Feeney stated that local business owners have told him that they lose customers due to the state of the corridor.

Joe Viola (Assistant Director of Planning, Town of Brookline) thanked the MPO for its support of project #605110 (Intersection and signal improvements at Route 9 and Village Square [Gateway East] in Brookline). This project is currently programmed in FFY 2018. J. Viola stated that the project is currently at 75 percent design, and Brookline staff recently met with MassDOT to resolve comments related to the 75 percent design submittal. The town is pursuing submittals to the Brookline Conservation Commission and MassDOT, which would allow 100 percent design plans to be submitted in April 2018. There are a number of right-of-way issues, including six permanent and 11 temporary easements from a total of eight property owners. All

abutters have been notified, and the town is seeking donations from property owners. Brookline is undertaking all the steps necessary to ensure that the public right-of-way process is robust. All right-of-way discussions are ongoing. Brookline annual Town Meeting in spring 2018 will address at least five warrant articles related to this project.

Dennis Fraine (Town Administrator, Town of Bellingham) advocated for the inclusion of project #608887 (South Main Street [Route 126]–Douglas Drive to Mechanic Street reconstruction [Route 140] in Bellingham) in the FFYs 2019–23 TIP. D. Fraine stated that MPO staff conducted a study of the Route 126 corridor in 2011 that identified several opportunities for improvement along the 9.2 miles of Route 126 located in Bellingham, including the 1.6-mile stretch addressed by this project. The town's consultant submitted 25 percent design materials in January 2018. There are no major right-of-way acquisitions associated with the project because the town has control over the entire project area. The project area includes a middle school, 15 athletic fields, and two churches, and experiences a high level of congestion due to commercial and residential growth and commuter pass through traffic. The corridor has incomplete sidewalk facilities and is not safe for pedestrians or bicyclists. The Town of Bellingham is undertaking improvements along Route 126 with its own funds where possible. D. Fraine stated Bellingham has not had a project on the TIP since FFY 2009.

Ivey St. John (Rutherford Corridor Improvement Coalition) read the text of a comment letter regarding project #606226 (Reconstruction of Rutherford Avenue in Boston). This project is currently programmed beginning in FFY 2020. [The full text of the letter](#) and associated materials, including signatures of support from area residents, is posted to the MPO's meeting calendar. The letter asks that this project be deferred for one year to allow for a more comprehensive examination of possible design alternatives.

David Daltorio (Town Engineer, Town of Hopkinton), advocated on behalf of keeping project #606043 (Signal and intersection improvements on Route 135 in Hopkinton) programmed in FFY 2019. This project has been proposed to be reprogrammed into FFY 2020. The 25 percent design public hearing was held in January 2018, and the town is working towards a 75 percent design submittal in summer 2018. The project involves working with underground utilities. Eversource has plans for replacing the gas main located on the corridor and Hopkinton has received a draft design from Verizon and expects one from Comcast soon. Hopkinton recently met with MassDOT Right-of-Way staff and understands the readiness issues at play, but is proceeding with the hope of completing milestones for FFY 2019. There are two draft warrants for easements and utility undergrounding funding that will be considered at the next town meeting. Hopkinton has also secured 30 percent of the undergrounding costs from private

developers. D. Daltorio stressed that the town is collaborating with MPO and MassDOT staff to move this project forward and advertise in FFY 2019.

Karen Adelman (MetroWest Regional Collaborative [MWRC] Subregional Coordinator, MAPC), reported that the MetroWest subregional group has met several times recently to discuss values and priorities for transportation. The members of MWRC voted in support of the currently programmed projects located in the subregion. These projects include several that have been indicated as at risk of being delayed. K. Adelman expressed that any significant delays to these projects would be of regional concern. K. Adelman cited the following specific projects.

- #604989 Reconstruction of Main Street (Route 30) in Southborough
- #605034 Reconstruction of Route 27 (North Main Street) in Natick
- #607732 Cochituate Rail Trail Construction in Framingham and Natick (*Note: This is a state-prioritized TIP project scheduled for advertisement in FFY 2018. It is not being funded via MPO target funds.*)
- #608228 Reconstruction of Union Avenue in Framingham

K. Adelman specifically emphasized project #604123 (Reconstruction on Route 126 [Pond Street] in Ashland) as a municipal and regional priority.

Jamie Errickson (Director of Community and Economic Development, Town of Natick) advocated on behalf of project #605034 (Reconstruction of Route 27 [North Main Street] in Natick). This project is currently programmed in FFY 2019 but has been flagged for being reprogrammed to FFY 2020. J. Errickson reported that Natick staff has met with MassDOT Right-of-Way staff to understand the schedule concerns, stating that whether or not the project is reprogrammed into FFY 2020, Natick will be prepared in FFY 2019. The town plans to take a vote on the necessary easements at spring 2019 town meeting and has set aside the needed funds for full design. J. Errickson stressed that this project is a priority for the town. J. Errickson also noted that project #605313 (Bridge replacement, Route 27 [North Main Street] over Route 9 [Worcester Street] in Natick), a MassDOT proposed project, which was evaluated this year, is also important for the town. This project would serve as an intersection key to several major employers in the area. J. Errickson also noted that state-prioritized TIP project #607732 (Cochituate Rail Trail Construction in Framingham and Natick) is due for advertisement in spring 2018.

Roland Bartl (Town Planner, Town of Acton) and Lindsey Barbee (GPI Consultants) presented an overview of recent updates to project #608229 (Intersection improvements at Massachusetts Avenue [Route 111] and Main Street [Route 27] [Kelley's Corner] in Acton). [The PowerPoint](#) presented by L. Barbee is posted to the MPO's meeting

calendar in PDF format. This project is currently programmed in FFY 2022, and the estimated cost has increased from approximately \$8 million to approximately \$14 million because of an increase in scope. R. Bartl noted that the Acton Board of Selectmen has submitted a written comment letter in support of this project. [This letter](#) is posted to the MPO's meeting calendar. L. Barbee reported that 25 percent design materials were recently submitted to MassDOT and provided an explanation of the cost increases. L. Barbee stated that the three main factors contributing to cost increases are the addition of two signalized intersections in response to public input and updated traffic data and design developments, such as historic property considerations, utility relocation, wetland impact mitigation, and drainage improvements. Previous estimates were at the conceptual level.

Emma Schnur (South Shore Coalition Subregional Coordinator, MAPC) advocated for the inclusion of project #608007 (Corridor improvements and related work on Justice Cushing Highway [Route 3A], from Beechwood Street to the Scituate town line in Cohasset) in the FFYs 2019–23 TIP. Route 3A is a major regional corridor that lacks pedestrian and bicycle facilities. This section of the corridor experiences twice the average number of crashes for MassDOT Highway District 3. The corridor was the subject of a study by MPO staff in 2014. E. Schnur also advocated for the inclusion of project #605168 (Summer Street/Rockland Street Roadway and streetscape improvements in Hingham) in the FFYs 2019–23 TIP. This corridor was the subject of a study by MPO staff in 2016. This project received one of the highest evaluation scores.

Beth Suedmeyer (Environmental Planner, Town of Sudbury) read the text of a [public comment letter](#) from Sudbury Town Manager Melissa Murphy-Rodrigues advocating for the inclusion of #607249 (Intersection improvements at Route 20 and Landham Road in Sudbury) in the FFYs 2019–23 TIP. The town specifically requested that this project be programmed in FFY 2019. The letter also asked that the MPO continue to support project #608164 (Bruce Freeman Rail Trail, Phase 2D in Sudbury), currently programmed in FFY 2022. The full text of the letter is posted to the MPO's meeting calendar.

Michael Herbert (Town Manager, Town of Ashland) and Sheila Page (Town Planner, Town of Ashland) advocated on behalf of project #604123 (Reconstruction on Route 126 [Pond Street] in Ashland). This project is currently programmed in FFY 2020 but is noted as being high risk for not being able to be advertised for construction in the current programming year. M. Herbert stressed that Ashland has experienced considerable economic and residential growth that necessitates the improvement of this corridor. M. Herbert noted the support of MAPC staff, state senator Karen Spilka, and state representative Jack Lewis for this project. M. Herbert stated that as the town has

worked on the completion of the 75 percent design submission, additional costs have arisen, which Ashland has covered in its capital plan. M. Herbert noted that there have been some right-of-way issues, which the town has discussed with its consultant, Green International. M. Herbert asked that the MPO keep the project programmed in FFY 2020.

Janie Dretler (Sudbury resident) advocated for the inclusion of project #607249 (Intersection improvements at Route 20 and Landham Road in Sudbury) in the FFYs 2019–23 TIP. J. Dretler stated that this intersection is one of the main routes by which Sudbury residents can access communities to the south and major regional corridors such as Route 128, I-495, the Massachusetts Turnpike, and Route 2.

Tim Kochan (MassDOT Highway District 5) advocated for inclusion of two projects located in District 5 in the FFYs 2019–23 TIP. Eighteen of the 81 communities in MassDOT Highway District 5 are in the Boston Region MPO area. T. Kochan advocated for the inclusion of #608007 (Corridor improvements and related work on Justice Cushing Highway [Route 3A], from Beechwood Street to the Scituate town line in Cohasset) and #603739 (Construction of I-495/Route 1A ramps in Wrentham) in FFY 2023. The Cohasset project emanated from a study conducted by MPO staff. The study recommended three phases, and this represents an early phase. There is a history of safety issues along this corridor, including a crash cluster eligible for state safety funds. The project would update traffic signals and bicycle and pedestrian accommodations. The project is at 25 percent design and is estimated to cost approximately \$7.9 million. The Wrentham project consists of the construction of a slip ramp from 1A northbound to I-95 southbound, on a corridor that currently experiences high traffic volumes and safety issues, particularly at the intersection at the entrance to the Wrentham Village outlets. This intersection would be reconstructed as part of the project. The project is at 25 percent design and is estimated to cost approximately \$7.5 million. MassDOT is expected to take a more active role in expediting the design process in the near future.

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

There was none.

4. Committee Chairs' Reports—*Bryan Pounds, MassDOT, Chair, Unified Planning Work Program (UPWP) Committee*

B. Pounds stated that the UPWP Committee would meet after the MPO meeting in Conference Rooms 2 and 3.

5. Regional Transportation Advisory Council Report—*Tegin Teich, Chair, Regional Transportation Advisory Council*

There was none.

6. Executive Director’s Report—*Karl Quackenbush, Executive Director, Central Transportation Planning Staff*

K. Quackenbush announced the Summit on Accessible Transportation, an event co-hosted by the MPO, the City of Boston Mayor’s Commission for Persons with Disabilities, and the Access Advisory Committee to the MBTA (AACT). The Summit is planned for March 27, 2018, from 2:00 PM to 4:00 PM, at the Boston Public Library Copley Branch. The event is an opportunity for the disability community to provide input on transportation needs and challenges and inform the development of the MPO’s next Long-Range Transportation Plan (LRTP).

7. Approval of February 1, 2018, MPO Meeting Minutes—*Róisín Foley, MPO Staff*

This item was postponed until the next meeting.

8. MassDOT Right-of-Way (ROW) Process—*John Bechard, MassDOT*

J. Bechard presented an overview of the ROW process for state and local roadway projects. (*Note: This item was not included on the agenda posted to the MPO’s meeting calendar. [The PowerPoint presentation](#) is currently posted to the MPO’s meeting calendar in PDF format.*) It is important for municipalities to understand and follow the ROW process as ROW issues are often cited when postponing or accelerating the year in which projects can be funded in the TIP. The MassDOT ROW Bureau is responsible for complying with the federal Uniform Act, which applies to all projects receiving federal or state funds where real property is acquired or persons are displaced as a result of the acquisition, demolition, or rehabilitation of property necessary for state highway and municipal transportation projects. Following the ROW process avoids delays in advertising and construction, or the denial of federal participation in project cost.

For state highway projects, MassDOT is responsible for the ROW process. For local roadway projects, municipalities are responsible for ROW with MassDOT oversight. J. Bechard reviewed the typical flow of the ROW processes for both state and local projects from the 25 percent design stage through 75 percent and 100 percent design, including negotiations with property owners and municipal approval of acquisitions and associated costs at town meetings. Following appraisals and any associated litigation, municipalities provide property owners with a 30-day written offer. Once a notice of an award of damages is issued and property owners are paid, municipalities submit ROW documentation to MassDOT. Once final ROW plans have been submitted, reviewed,

and accepted, MassDOT issues a Federal Right-of-Way Certificate. There are myriad situations that could arise that would slow down the process, including changes to project design and issues with environmental permitting. To expedite the ROW process, J. Bechard suggested that municipalities pursue several avenues, including negotiating a comprehensive scope of design services with consultants that includes the production of ROW plans at each stage of design, and establishing a municipal liaison to work with the Community Compliance Officer. Municipalities should properly budget for ROW, and make sure their design schedules take into account town meetings, appraisals, Board of Selectmen or City Council votes, and recording dates.

Discussion

T. Teich asked which of the stated sticking points in the ROW process had influenced MassDOT's opinion on the readiness of currently programmed projects. J. Bechard replied that, as a general rule, any project currently programmed in FFY 2019 that had not yet been through a Design Public Hearing and did not have accepted ROW plans was flagged as at risk for being reprogrammed to a later year. J. Bechard stressed that these decisions were made on a project-specific basis in consultation with municipalities and their consultants.

Eric Bourassa (MAPC) asked whether J. Bechard would attribute the length of the process to the work necessary for municipalities or the time it takes for MassDOT to review and approve submissions. J. Bechard replied that staff capacity is sometimes an issue, but that MassDOT often works with consultants to make sure documents are reviewed and approved on time. J. Bechard stressed that communication between municipalities, consultants, and MassDOT is important.

D. Mohler added that municipalities and consultants should keep in mind that bottlenecks can occur, particularly when many separate project teams submit materials at the same time at the end of fiscal year.

9. Draft FFYs 2018-22 TIP Amendment 4—David Mohler, MassDOT

No Amendment was presented at this meeting. D. Mohler stated that MassDOT had not identified any MPO target-funded projects in FFY 2018 that would need to move into a later year of the TIP, but that one project currently earmarked in FFY 2018 (#606134, Traffic signal improvements on Blue Hill Avenue and Warren Street in Boston) had cost overruns that may need to be addressed by target or statewide funding as part of a future Amendment.

10.FFYs 2019-23 TIP Development: Statewide Highway Funding Programming—*David Mohler, MassDOT*

No statewide highway funding program or bridge list was presented at this meeting. D. Mohler cited several statewide TIP projects that are currently experiencing budget overruns. MassDOT staff planned to meet the week of March 21, 2018, to resolve these issues and present the statewide highway funding programming at a later MPO meeting.

11.FFYs 2019-23 TIP Development: Transit Funding Programming—*Alexandra (Ali) Kleyman, MPO Staff, and Eric Waaramaa, MBTA*

This item was postponed until the next meeting.

12.FFYs 2019-23 TIP Development: MPO Target Highway Funding Programming Scenarios—*Alexandra (Ali) Kleyman, MPO Staff*

Documents posted to the MPO meeting calendar

1. [Table 1: Current Target Programming Summary](#)
2. [Table 2: Update on Currently Programmed Projects, Readiness and Cost](#)

A. Kleyman reported that following the MPO meeting on March 1, 2018, she received additional updated cost and readiness information. This information is presented in Table 2. The table indicates which currently programmed projects have been identified as at risk for being unable to advertise for construction in their scheduled year. Projects in purple have been recommended by MassDOT for removal to a different year. All projects in purple have been recommended to be rescheduled because of readiness concerns. Projects in yellow have a change in cost greater than \$1 million and projects in orange have a change in cost less than \$1 million. Table 2 shows approximately \$34 million available in FFY 2019 and a \$38 million in deficit in FFY 2021. A. Kleyman updated a projected programming scenario table as the board discussed options for solving these issues.

Discussion

D. Mohler provided information on each of the five projects being recommended to be reprogrammed to a later year.

- Project #606043 (Signal and intersection improvements on Route 135 in Hopkinton) has ROW issues. The town is comfortable with reprogramming the project to FFY 2020.
- Project #607652 (Reconstruction of Ferry Street in Everett) has approximately 300 necessary ROW easements. The city is comfortable with reprogramming the project to FFY 2020.

- Project #605034 (Reconstruction of Route 27 [North Main Street] in Natick) has ROW issues, but the town is committed to being ready in FFY 2019. MassDOT is unsure this is possible but the MPO could accept the town's perspective.
- MassDOT does not believe project #606453 (Improvements on Boylston Street in Boston) can be made ready by FFY 2020. Jim Gillooly (City of Boston) (Boston Transportation Department) replied that he would work with staff internally to address this with MassDOT.
- MassDOT is responsible for ROW on project #602261 (Reconstruction on Route 1A [Main Street] in Walpole), and D. Mohler reported that MassDOT has decided to do everything they can to keep it in FFY 2020.

The Board agreed to reprogram Hopkinton and Everett into FFY 2020 and leave Natick in FFY 2019.

D. Mohler stated that there are no new, unprogrammed projects that could be ready for FFY 2019. The only way to use the available funding in that year is to work with cash flows for project #1570 (Green Line Extension to College Avenue with the Union Square Spur in Somerville and Medford). A. Kleyman replied that there are two previously unprogrammed projects that MassDOT has stated could possibly be ready for programming in FFY 2019—project #607249 (Intersection improvements at Route 20 and Landham Road in Sudbury) and project #607305 (Intersection signalization at Route 28 and Hopkins Street in Reading). The total funding for these projects would not use all of the available funding in FFY 2019. D. Mohler stated that he personally supports the Landham Road project. B. Suedmeyer clarified that the Sudbury project is prioritized by MassDOT. Sarah Bradbury (MassDOT Highway) stated that MassDOT believes this project can be ready in FFY 2019. It is eligible for HSIP funds.

Rick Reed (MAGIC) (Town of Bedford) suggested allocating some of the remaining funding in FFY 2019 to project #606635 (Reconstruction of Highland Avenue, Needham Street, and Charles River Bridge in Newton and Needham), which has a cost increase in FFY 2019 and is financed over two years via advanced construction. R. Reed added that moving funding into FFY 2020 would depend on whether there are new projects that could be programmed in that year.

Aaron Clausen (North Shore Task Force) (City of Beverly) stated that project #608348 (Rehabilitation of Bridge Street in Beverly) could be ready in FFY 2020.

J. Gillooly stated that project #608449 (Commonwealth Avenue, Phases 3 and 4) could be ready to advertise in FFY 2020 and asked for MassDOT's opinion on this. D. Mohler replied that MassDOT was not prepared to make a comment on this.

Joy Glynn (MetroWest Regional Transit Authority) advocated on behalf of a solar canopy project the agency is pursuing for its bus facilities. This project could be programmed in FFY 2019 using flexed highway funds for transit.

D. Mohler asked A. Kleyman to show the Board the MPO staff's suggested list of new, unprogrammed projects for funding. (*Note: This list was not posted to the MPO meeting calendar and was instead projected for the Board as a spreadsheet for discussion.*) This list programs all new projects in FFY 2023 and leaves \$5 million available.

Dennis Giombetti (MetroWest Regional Collaborative) (City of Framingham) advocated for keeping currently programmed projects in their respective years or, if ready, reprogramming them into earlier years, before considering reprogramming new projects in years earlier than FFY 2023. In particular he advocated for project #604123 (Reconstruction on Route 126 [Pond Street] in Ashland).

Jay Monty (At-Large City) (City of Everett) advocated for project #608275 (Exchange Street Downtown Improvement Project in Malden). D. Mohler indicated that MassDOT will evaluate the potential for this project to be ready earlier than FFY 2023.

After making the changes discussed at this meeting, A. Kleyman showed \$21.9 million unprogrammed in FFY 2019 and a \$13.7 million deficit in 2020. This could be remedied by working with the cash flows for either the Green Line Extension or project #606635.

D. Mohler stated that MassDOT would work to determine readiness for unprogrammed projects, and bring both statewide programming and a FFY 2018–22 Amendment to the next meeting. D. Mohler noted that the MBTA, MWRTA, and CATA programming will also be discussed at the next meeting, March 22, 2018.

13.Members Items

J. Gillooly reported that the next public meeting regarding Rutherford Avenue/Sullivan Square will take place on Wednesday, March 28, 2018. The meeting will consist of a discussion of options for the bicycle and pedestrian aspects of the project design.

14.Adjourn

A motion to adjourn was made by the City of Boston (Boston Transportation Department) (J. Gillooly) and seconded by the MAPC (E. Bourassa). 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)	Jennifer Raitt
At-Large Town (Town of Lexington)	Dave Kucharsky
City of Boston (Boston Planning & Development Agency)	Jim Fitzgerald
City of Boston (Boston Transportation Department)	Jim Gillooly
Federal Highway Administration	Nelson Hoffman
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler
MassDOT Highway Division	John Bechard
	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Eric Waaramaa
Massachusetts Port Authority	Laura Gilmore
MBTA Advisory Board	Paul Regan
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (City of Framingham)	Dennis Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Bedford)	Rick Reed
North Shore Task Force (City of Beverly)	Aaron Clausen
North Suburban Planning Council (City of Woburn)	Tina Cassidy
Regional Transportation Advisory Council	Tegin Teich
South Shore Coalition (Town of Braintree)	
South West Advisory Planning Committee (Town of Medway)	Glenn Trindade
Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce)	Tom O'Rourke

Other Attendees	Affiliation
Dan Carty	Town of Sudbury
Joe Viola	Town of Brookline
Denis Fraine	Town of Bellingham
Tim Gordon	Town of Holbrook
Chris Pellitteri	Town of Holbrook
Sarah Bradbury	MassDOT Highway District 3
Ivey St. John	RCIC
David Daltorio	Hopkinton
Joy Glynn	MWRTA
Karen Adelman	MAPC/MWRC
Michael Herbert	Ashland
Peter Madchak	Cohasset
Bryan Pounds	MassDOT
Deborah Burke	Malden
Ryan O'Malley	Malden City Council
Senator Jason Lewis	State Senator
Steve Olanoff	TRIC Alternate
Frank Tramontozzi	Quincy
Senator John Keenan	State Senator
Sarah Lee	MAPC
Rafael Mares	CLF
James Johnson	Town of Walpole
Senator Paul Feeney	State Senate
Jamie Errickson	Town of Natick
Alex Castillo-Nunez	Senator Lewis' Office
Rich Benevento	WorldTech Engineering
Emma Schnur	MAPC
Beth Suedmeyer	Sudbury
Tracie Lenhardt	VHB
Lindsey Barbee	GPI
Roland Bartl	Town of Acton
Richard P. Merson	Town of Needham
Timothy Kochan	MassDOT Highway District 5

MPO Staff/Central Transportation Planning Staff

Karl Quackenbush, Executive Director

Robin Mannion

Lourenço Dantas

Róisín Foley

Ali Kleyman

Anne McGahan

Jen Rowe

Michelle Scott
