

# REGIONAL TRANSPORTATION ADVISORY COUNCIL

## Summary of February 11, 2009 Meeting

This meeting was held in Conference Room 4 of the State Transportation Building at 10 Park Plaza, Boston.

The meeting was called to order at 3:05 PM.

### 1. Introductions

### 2. Chair's Report – Malek Al-Khatib, *Chair and Boston Society of Civil Engineers*

To prepare for the additional funds coming to the Boston region from the upcoming federal economic stimulus bill, the MPO's Transportation Planning and Programming Committee released Draft Amendment Two to the FFY 2009 Element of the FFYs 2007-2010 Transportation Improvement Program (TIP) for a 15-day public comment period ending on Tuesday, February 24. Hayes Morrison, TIP Manager, will explain the Draft Amendment later in the meeting.

John Hersey, MPO Staff, will leave CTPS on Tuesday, February 24. Until a new Advisory Council Coordinator is identified, Pam Wolfe, MPO Staff, will be the Advisory Council's contact. P. Wolfe's contact information is 617-973-7141, [pamwolfe@bostonmpo.org](mailto:pamwolfe@bostonmpo.org).

### 3. Approval of the Draft Meeting Minutes of December 10, 2008, and January 14, 2009

The Draft Minutes of December 10, 2008, and January 14, 2009, were approved unanimously. *A question from the December 10 Draft Minutes about the MBTA is answered in discussion of the February 11 MBTA presentation.*

### 4. Member Announcements

Has MassHighway produced and released a list of high-priority projects for the economic stimulus bill to address? (Chan Rogers, Southwest Advisory Planning Committee)  
*Hayes Morrison, MPO Staff, will discuss this topic. (M. Al-Khatib)*

Rick Dimino's letter to the editor of the Boston *Globe* discussed an increased gas tax and called for an end to funding MassHighway operating expenses with capital bond funds. The Advisory Council should write a similar letter to the MPO.

*The Advisory Council will consider writing such a letter. (M. Al-Khatib)*

*The Advisory Council's MBTA Finance Committee wrote a similar letter this month. (Kristina Johnson, Quincy)*

### 5. Presentation: "The Precarious State of Financing for Public Transit" – Jonathan R. Davis, *Deputy General Manager and Chief Financial Officer, MBTA*

Jonathan Davis discussed the causes of the MBTA's fiscal challenges and their potential solutions. As an economic development tool, the MBTA is a critical piece of Greater Boston's economic strength. 42% of all visitors and 55% of all commuters to downtown Boston use the MBTA. In the wake of higher gas prices last year, MBTA ridership increased dramatically and continues to increase. Despite these ridership gains, the oldest subway in the country (opened 1897) remains focused on maintaining its aging infrastructure in a state of good repair and keeping its fleet moving even with increasingly strained budgetary hurdles.

According to Mr. Davis, the MBTA faces significant fiscal challenges for a variety of reasons. In 2000 the MBTA transitioned to forward funding, which requires the Authority to fund its operating and capital expenses from its annual budget. The annual budget is funded in part from a dedicated 1% State sales tax, which has underperformed expected revenues by \$136 million in State Fiscal Year (FY) 2009. The State of Good Repair program's \$470 million budget fall short of the needed \$2.7 billion backlog of maintenance and upgrade projects; a \$570 million annual budget over the next 20 years is necessary to address this backlog. Expenses and debt service continue to grow faster than revenues, leading to a \$19 million deficit in FY 2009.

Going forward, the MBTA will control costs through decreased overtime hours, improved operational efficiencies, and lower healthcare costs, as well as increasing revenues through reduced fare evasion, increased fare revenue, and increased land sales. To the final point, the MBTA is second only to the Commonwealth in terms of land ownership. There are significant opportunities for transit-oriented development (TOD) across eastern Massachusetts, much like the recently proposed mixed-use project at Riverside Station in Newton. Realizing these real estate assets would relieve the Authority's budget constraints and provide predictable income from multi-year leases.

#### Points and Issues Raised During Discussion

Could the MBTA cooperate with other transit agencies to purchase capital equipment? (Frank DeMasi, Wellesley)

*The MBTA is considering whether to lease equipment from a transit agency in the Western U.S. until that transit agency is ready to accept the equipment. Also, we cooperatively purchased buses with the Cleveland transit agency. (J. Davis)*

Has the MBTA considered contracting with freight diversion activities? (F. DeMasi)

*The MBTA receives revenue from freight carriers using MBTA property. Also, Amtrak maintains MBTA-owned sections of the Northeast Corridor in exchange for operating on MBTA property. The MBTA could gain more revenue in new contracts with freight carriers. (J. Davis)*

How does the pension system work at the MBTA? (Elliot Rothman, Boston Society of Architects)

*The MBTA pension system is a private trust for employees actively managed by three union representatives and three management representatives. (J. Davis)*

What are the elements of the re-negotiated commuter rail contract with Massachusetts Bay Commuter Rail? (Romin Koebel)

*The MBTA increased penalties for delayed service and increased incentives for on-time service. The MBTA also increased incentives for revenue collection. Part of the revenue goes into a capital reinvestment fund to fund better service. The contract should reward the MBTA and the MBTA for strong, consistent improvement. Service has improved since the contract was signed last year, but there is room for improvement. (J. Davis)*

Construction projects at Arlington, Copley and Kenmore Stations is stalling and consequently construction costs are increasing. What is the MBTA doing to reduce costs? (Schuyler Larrabee, Boston Society of Architects)

*The MBTA is working to refine its construction schedules to reduce costs. (J. Davis)*

Parking availability and cost are considerable limits to ridership throughout the commuter rail and rapid transit systems. What is the MBTA doing to address these parking issues? (John McQueen, WalkBoston)

*As part of the Statewide Implementation Plan commitments relative to the Big Dig, the Commonwealth must create 1,000 new parking spaces at transit stations. Beyond that commitment, the MBTA is focused on achieving a state of good repair on its operational fleet. Given the MBTA's scarce resources, parking is not a priority in the five-year Capital Investment Program. (J. Davis)*

The MBTA budget should not accommodate capital costs. The Authority should only be responsible for operation of the system. (Chan Rogers, Southwest Advisory Planning Committee)

*The MBTA's capital costs need to be better addressed as an aspect of the current forward-funding model. (J. Davis)*

In the past, the MBTA refused to sell land to host cities or towns outright; when the MBTA was willing to sell otherwise fallow property, contracts typically included caveats that municipalities would be required to remediate environmentally damaged properties and that the MBTA would retain ownership if the property could again support a transportation use. Cities and towns would not enter into these contracts, and both the municipalities and the MBTA would lose. What is the MBTA's policy on land purchasing today? (Marcy Crowley, Wayland)

*The MBTA has an aggressive real estate department and has entered into significant contracts in the past with both municipalities and private developers. The real estate and credit markets do not currently support these investments. The MBTA will work more with the Executive Office of Transportation and Public Works (EOTPW) to find more real estate opportunities in the future. (J. Davis)*

Executive and public employee benefits are under more scrutiny today than ever before. When will the MBTA re-assess its employee-retirement benefits to fall in line with other public and even private benefit packages? (Richard Arena, Association for Public Transportation)

*MBTA reforms are limited to mandated arbitration as required by union contracts. The MBTA now requires 10% healthcare co-pay for prospective employees, and this arbitrated percentage will be a factor in the next round of contract arbitration. Governor Patrick has made retirement a point of reform for his administration. (J. Davis)*

What would be the benefits of integrating with other transportation agencies for the MBTA? (M. Al-Khatib)

*There would be benefits and consequences to combining the MBTA with other agencies and authorities like MassHighway, Massport and the Turnpike, but Governor Patrick is expected to support some consolidation regardless. We will have to see how the consolidation works. (J. Davis)*

**6. Presentation: “Update on Draft Amendment Two to the Federal Fiscal Year (FFY) 2009 Element of the FFYs 2007-2010 TIP and Discussion of the Economic Stimulus Package” – Hayes Morrison, TIP Manager, MPO Staff**

The proposed Draft TIP Amendment represents three types of changes: American Recovery and Reinvestment Act funding, Special Bridge funding, and changes to earmarks and previously programmed projects’ estimated costs.

The recovery piece focuses on the expected funding coming to Massachusetts and the requirements for spending it. Included are approximately \$250 million-worth of highway projects that need to be advertised in what we think will be 90 days; another \$250 million-worth of projects will be advertised in FFY 2010. EOTPW has a list of projects totaling \$330 million, so some projects will need to be removed from consideration and or will not make the tight 90-day advertising deadline. Transit projects will receive approximately \$300 million and approximately \$200 million is programmed in this amendment.

In terms of special bridge funding, there are two special projects: Route 1 over Centre St. in Danvers, and Route 115 over the Charles River in Millis.

There are four earmarks added to this Draft Amendment: pedestrian improvements to Kenmore Square in Boston, streetscape improvements to Clippership Drive in Medford, streetscape improvements to Kendall Square in Cambridge, and design funding for Pleasant St. in Malden.

*Points and Issues Raised During Discussion*

General

Will there be a FFYs 2008-2011 TIP or FFYs 2009-2012 TIP? (Laura Wiener, Arlington)

*We are expecting to produce a FFYs 2010-2013 TIP this summer. (H. Morrison)*

How should the Advisory Council or individuals participate in the Draft Amendment’s development? (L. Wiener)

*You are invited to comment on the Draft Amendment by February 23 at 5:00pm, the close of the comment period. (H. Morrison)*

Why are there no Department of Conservation and Recreation (DCR) or Turnpike bridges on the Draft Amendment? (John McQueen, WalkBoston)

*A list of bridges was vetted by agencies included in the Massachusetts Mobility Compact.*

*Turnpike bridges were not identified in this list, and DCR bridges are already included in the*

*State's Accelerated Bridge Program; they do not need to be funded in the Draft Amendment.* (H. Morrison)

Why is the Quincy Center Concourse not listed in the FFY 2009 Element of the Draft Amendment? (Kristina Johnson, Quincy)

*The Concourse will be included in either another draft TIP amendment or the draft FFYs 2010-2013 TIP when it is included the upcoming amendment to the long-range Transportation Plan (Plan).* (H. Morrison)

Could the design element of a project be included in the TIP? (Bob Campbell, Braintree)

*The MPO typically does not fund design.* (H. Morrison)

How does a project get onto the Plan? (Lauren Rosenzweig, Acton)

*Major investment projects and projects that are defined as regionally significant are specifically listed in the Plan. A major investment project is a project that costs at least \$10 million. A regionally significant project is a project that adds capacity to the system and is included in the region's travel demand model for air quality purposes. Projects that require an Environmental Assessment or Environmental Impact Statement must also be included.* (H. Morrison)

The projects listed in the Draft Amendment emphasize maintenance and do not seem innovative or supportive of broad economic development. (Tony Centore, Medfield)

*The projects are constrained by the "shovel-ready" requirement that we expect that they will need to be advertised in 90 days; more far-reaching projects have not been sufficiently advanced and permitted to meet this requirement.* (H. Morrison)

The MPO should fund design to accelerate large-scale, innovative projects through the TIP process. (C. Rogers and S. Larrabee)

*Small-scale improvements to pedestrian infrastructure like sidewalks are important to community character, increase the quality of life in the region, and improve a community's image, thereby increasing demand to live in the community, the value of property in the community, and property tax revenue for the community. These improvements translate to community development.* (Chris Porter, MassBike, K. Johnson and J. McQueen)

Projects listed on the Draft Amendment are indicative the lengthy TIP process. A decade ago a municipality may have spent a significant amount of money on designing a project that today either needs to be re-designed or is no longer a priority, but the municipality may feel compelled to follow through with construction of the project because of the initial investment. (B. Campbell)

The State should provide design funding to prepare projects for the FFY 2010 stimulus package. (F. DeMasi)

What will happen after the 90-day deadline for advertisement? (Marvin Miller, American Council of Engineering Companies)

*Remaining funds will be programmed in the FFY 2010 element based on EOTPW's project list.* (H. Morrison)

Other states have produced lists of large-scale projects that should make them more competitive globally and should translate to large-scale economic gains. Projects listed in the Draft Amendment put Massachusetts at a competitive disadvantage nationally and globally. (R. Arena) *Massachusetts has few “shovel-ready” large-scale projects, because cities and towns that would be responsible for design of those projects do not have the funds necessary to design them.* (L. Wiener)

### Motions

The Advisory Council voted to approve a motion to recommend that the MPO approve the Draft Amendment as released by the MPO.

- *Two members voted no*
- *Three members abstained*
- *All others voted yes*

The Advisory Council voted to approve a motion to draft a comment letter to the MPO requesting that large-scale projects be considered for future stimulus funding.

- *Seven members voted no*
- *All others voted yes*

## **7. Committee Announcements**

### MBTA Finance Committee – K. Johnson

The Committee drafted a comment letter to request that the MPO take a position on the fiscal challenges at the MBTA and to offer recommendations for solutions.

### Points and Issues Raised During Discussion

The letter should clarify that the Advisory Council supports higher taxes on automotive fuel, not heating oil. (J. McQueen)

*A broad-based fuel tax, including heating oil, is appropriate.* (E. Rothman)

*The Committee intended to keep the language inclusive.* (K. Johnson)

*The letter already seems to support automotive fuels exclusively.* (C. Porter)

The Advisory Council voted unanimously to approve a motion to submit to the MPO the comment letter as written.

### Membership Committee – J. Businger

Discussion of prospective members was tabled. The discussion will be addressed at the next meeting.

## **8. Adjourn**

The meeting adjourned at 4:50 pm.

**Attachments:**

1. Attendance List for February 11, 2009
2. Presentation: “The Precarious State of Financing for Public Transit” (For File Copy and Available Upon Request)
3. Presentation: “Update on Amendment Two to the FFY 2009 Element of the FFYs 2007-2010 TIP and Discussion of the Economic Stimulus Package” (For File Copy and Available Upon Request)

## **1. Attendance List for February 11, 2009**

### **Agencies**

Richard Canale, Minuteman Advisory Group on Interlocal Coordination  
Jim Gallagher, Metropolitan Area Planning Council  
Brian Kane, MBTA Advisory Board  
Steven Rawding, Massachusetts Aeronautics Commission  
Chan Rogers, Southwest Advisory Planning Committee  
Donna Smallwood, MassRIDES

### **Cities and Towns**

Walter Bonin, Marlborough  
Bob Campbell, Braintree  
Marcy Crowley, Wayland  
Frank DeMasi, Wellesley  
Kristina Johnson, Quincy  
Tom Kadzis, Boston  
Todd Kirrane, Brookline  
Steve Olanoff, Westwood  
Lauren Rosenzweig, Acton  
John Squibb, Revere  
Gail Wagner, Lexington  
Laura Wiener, Arlington

### **Citizens Groups**

Malek Al-Khatib, Boston Society of Civil Engineers  
Richard Arena, Association of Public Transportation  
John Businger, National Corridors Initiative  
Ben Haynes, Access Advisory Committee to the MBTA  
John Kane, Access Advisory Committee to the MBTA  
Schuyler Larrabee, Boston Society of Architects  
John McQueen, WalkBoston  
Marvin Miller, American Council of Engineering Companies  
Chris Porter, MassBike  
Elliot Rothman, Boston Society of Architects

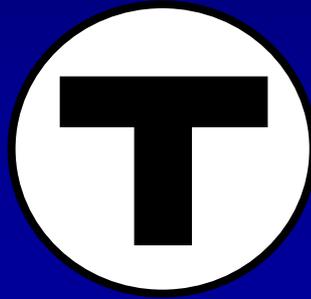
### **Guests and Visitors**

Romin Koebel  
Ed Lowney  
Marilyn MacNab

### **MPO Staff**

John Hersey  
Hayes Morrison  
Sean Pfalzer  
Pam Wolfe

# **Massachusetts Bay Transportation Authority**



## **The Precarious State of Financing for Public Transit**

**Jonathan R. Davis**

**Deputy General Manager and Chief Financial Officer**

**February 11, 2009**



## MBTA Profile



- Ⓣ The oldest subway system in the United States – 1897
- Ⓣ 5th largest transit property
- Ⓣ Multimodal public authority
- Ⓣ 175 communities and 4.5 million people served
- Ⓣ 1.2 million passengers per day



## The Importance of a World Class Transit System



- Ⓣ Integral component of overall public infrastructure supporting the nation's economy
  - Roads, bridges, ports
- Ⓣ Despite improvements in communication technology, the nation's mobility requirements are increasing
  - Both commerce and commuting
  - Infrastructure investment is uncoordinated and not keeping pace
- Ⓣ Transit connects communities to jobs and services
  - Benefits accrue to businesses, transit customers, and drivers

***"The basic purpose of transportation is to support the nation's economy"***  
**- Dr. Joe Giglio**



## The MBTA is Key to the Regional Economy



- Ⓣ 42% of trips to downtown Boston are made by transit
  - Ⓣ 55% of all work trips to Boston are made on the MBTA
  - Ⓣ MBTA ridership is increasing
    - Consistent with national trend
  - Ⓣ The MBTA is the second largest land owner in Massachusetts
    - Transit oriented development
- Ⓣ Forbes recently analyzed improvements to commutes over the past eight years in the 60 largest U.S. metropolitan areas and came up with the top 10, led by Boston, which saw its road capacity enlarged by the Big Dig and its transit ridership increase from 9.0% to 11.2% since 2000. The criteria included investment in road construction and increases in public transportation use.



## Forward Funding Financial Reform

Taking the 

... To the Next Level of Progress

MBTA Blue Ribbon Committee  
Report on Forward Funding  
April 2000

- ⓘ On July 1, 2000 “Forward Funding” established the current funding mechanism for the MBTA
  - Replacing the system of unlimited state funding paid in arrears
  
- ⓘ MBTA Funding is limited to:
  - Dedicated 1% of the State Sales Tax
  - Assessments from the 175 cities and towns in the MBTA service district
  - Fares
  - Non-fare and other own source revenues



# Forward Funding Challenges



- ⓘ Under Forward funding the MBTA must be self sustaining
  - Budget and operate within its own source revenue
  - Provide for both operating and capital expenses from available revenues
  
- ⓘ Challenges of Forward Funding
  - Containing costs – budget discipline
  - Working towards a State of Good Repair
  - Maximizing non-fare revenue
  - Increasing ridership
  - Emphasizing customer service



## 2007 – Transportation Finance Commission Findings

Transportation Finance in  
Massachusetts:  
An Unsustainable System



Findings of the  
Massachusetts Transportation Finance  
Commission

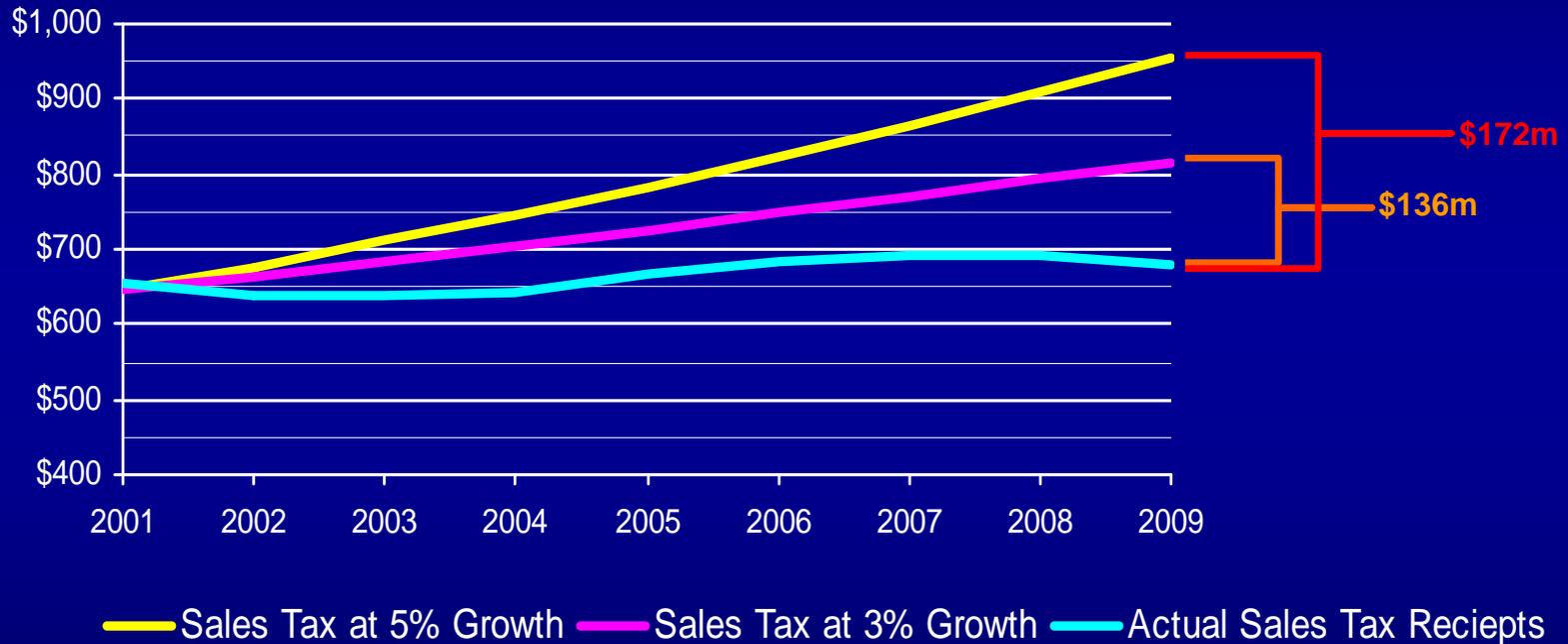
March 28, 2007

- Ⓣ The MBTA has a capital backlog of \$2.7 billion for rehabilitation (excluding expansions)
- Ⓣ Spending \$470 million per year will keep the system in its current state but will not allow a reduction in the \$2.7 billion backlog
- Ⓣ In order to eliminate this capital backlog within the next 20 years, the MBTA needs to spend \$570 million or more per year
- Ⓣ These maintenance needs do not go away; they just become more expensive



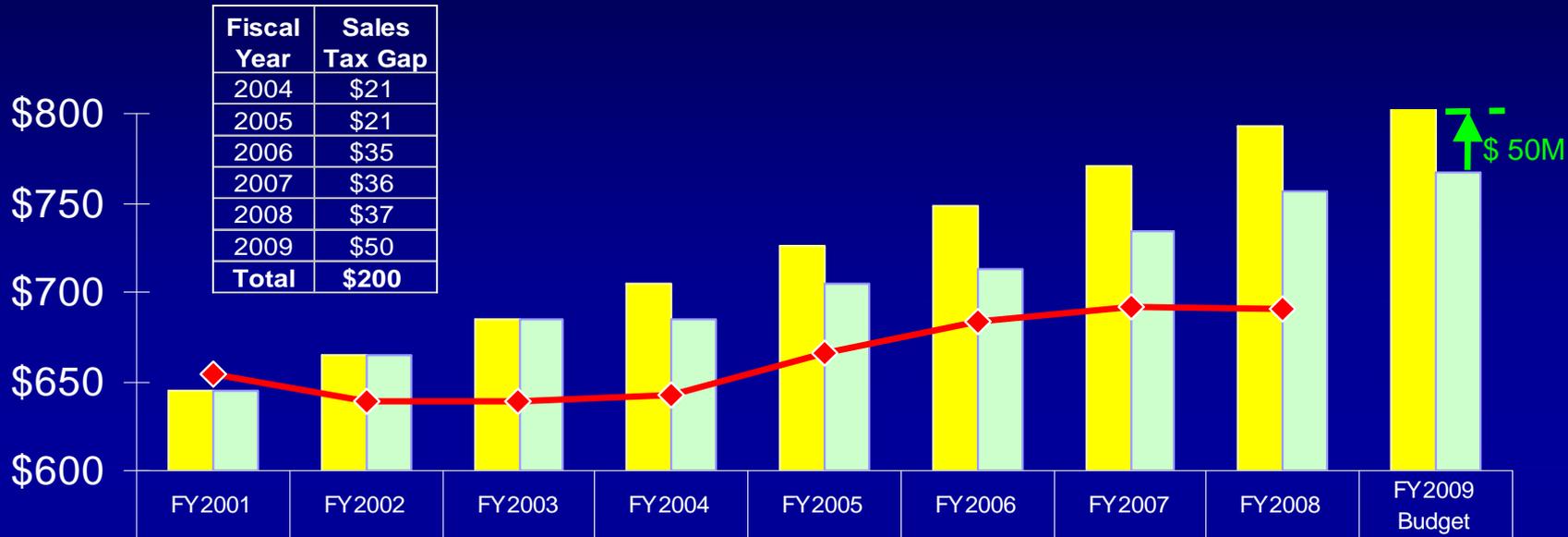
# MBTA Sales Tax Revenues – Actual and Finance Plan Projections

MBTA Portion of Sales Tax FY 2001 thru FY 2008  
(in millions of dollars)





# Revenue Receipts – Sales Tax FY 2001 – FY2009



	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	FY2008	FY2009 Budget
Finance Plan BRA	\$645.0	\$664.4	\$684.3	\$704.8	\$726.0	\$747.7	\$770.2	\$793.3	\$817.1
Actual BRA	\$645.0	\$664.4	\$684.3	\$684.3	\$704.8	\$712.6	\$734.0	\$756.0	\$767.0
Actual Sales Tax	\$654.6	\$638.8	\$639.2	\$642.2	\$666.2	\$684.0	\$691.8	\$690.8	<b>\$681.1</b>

% increase over prior year	5.3%	- 2.4%	0.1%	0.5%	3.7%	2.7%	1.1%	-0.1%	-1.4%
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**Average Annual Increase 1.0%**

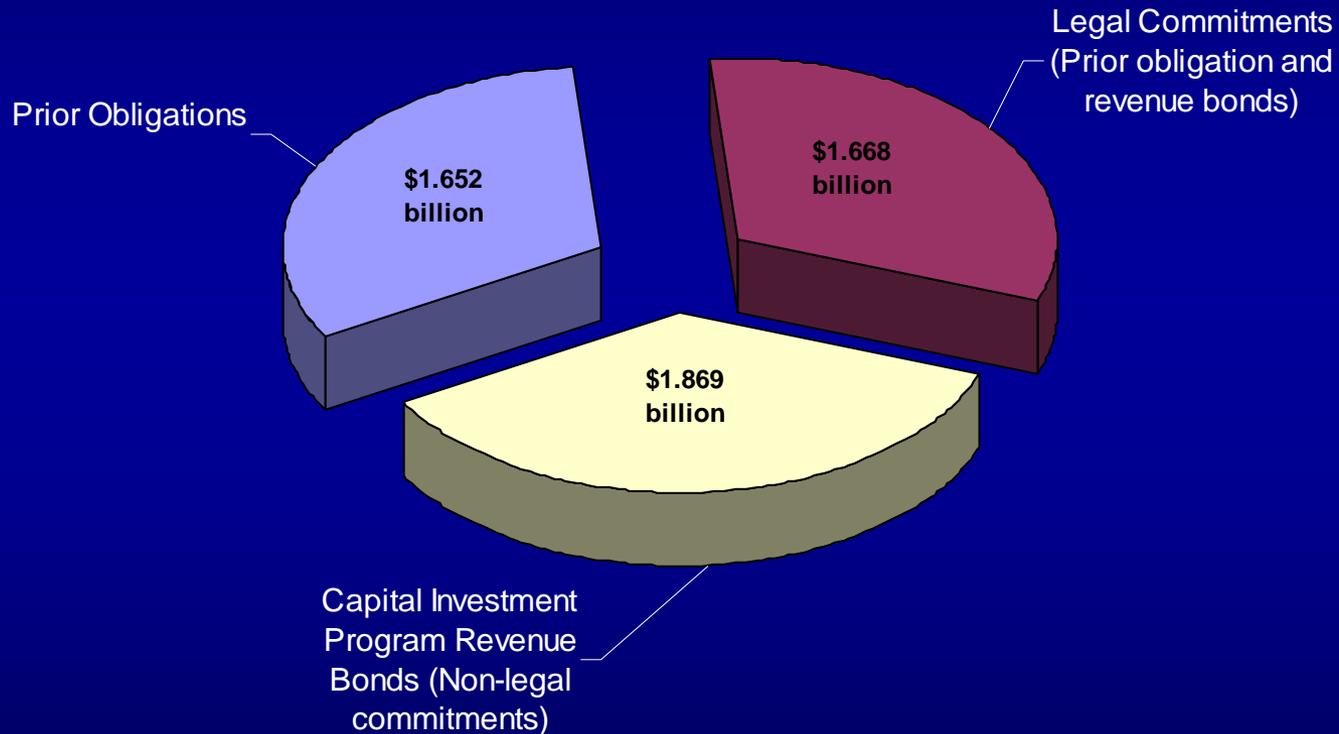
1980-2000 8.5%

1990-2000 6.5%



# MBTA Outstanding Debt – \$5.2 billion

### Components of MBTA Debt\*



\*Estimated

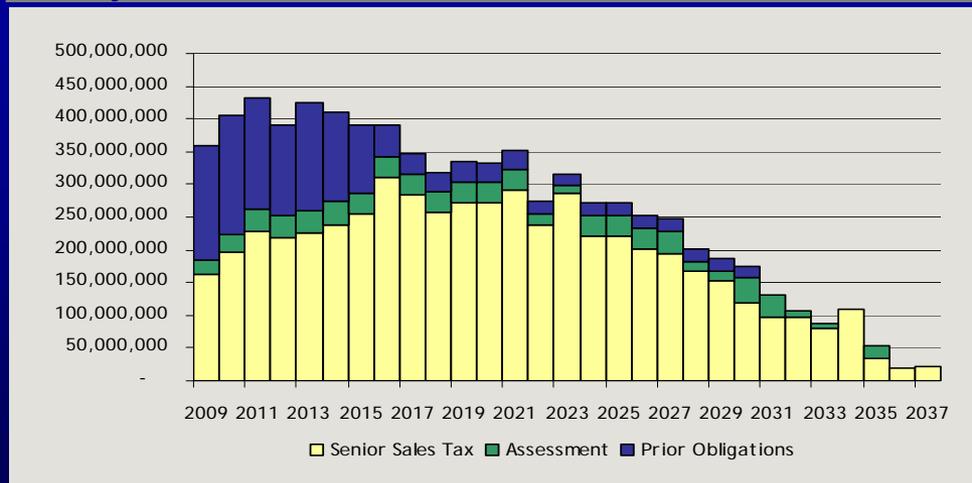


# Fiscal Year 2009 Debt Service Expense – \$368 million

## Reasons for Increasing Debt Service

- Ⓣ Shortfall in Sales Tax revenues
- Ⓣ Corresponding lack of pay-as-you-go capital funds
  - No dedicated revenue source for capital
  - Sales Tax and Assessment revenues must cover both operating and capital expenses
- Ⓣ Legacy Debt – Approximately \$2.7 billion in principal left for MBTA to pay as part of Forward Funding
- Ⓣ State of Good Repair Program
  - Requires a minimum of \$470 million per year in capital investment to maintain the current \$2.7 billion infrastructure reinvestment backlog and avoid system degradation
- Ⓣ Administrative Consent Order legal commitments to build certain projects as part of the central artery permitting – \$3.1 billion in total spending to date

MBTA System Net Debt Service





## Fiscal Year 2009 and Fiscal Year 2010 Budget Deficits (\$millions)

Fiscal Year	2009	Fiscal Year	2010
Revenues	\$1,435	Revenues	
Expenses	\$1,455	Expenses	
Deficit	\$19	Deficit	

- Ⓣ No growth in Sales Tax revenues
- Ⓣ Expenses continue to grow faster than revenues
- Ⓣ Significant increase in debt service costs
- Ⓣ Existing reserve funds are depleted



## Own Source Revenues and Productivity and Efficiency Measures

### Controlling Costs

- Ⓣ Decreased overtime
- Ⓣ Improved operational efficiencies
- Ⓣ Reduced worker's compensation
- Ⓣ Lowered healthcare costs
- Ⓣ Hedged fuel prices
- Ⓣ Renegotiated commuter rail contract

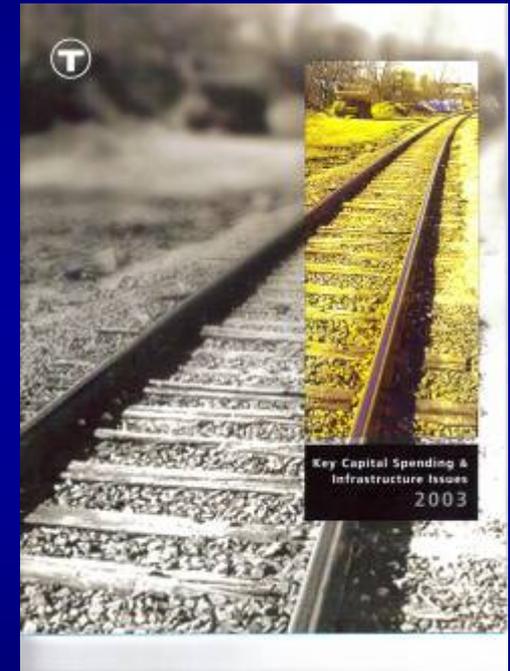
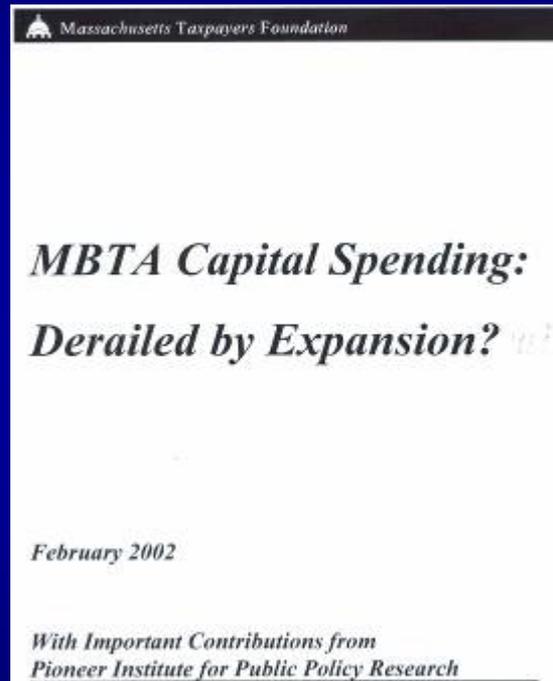
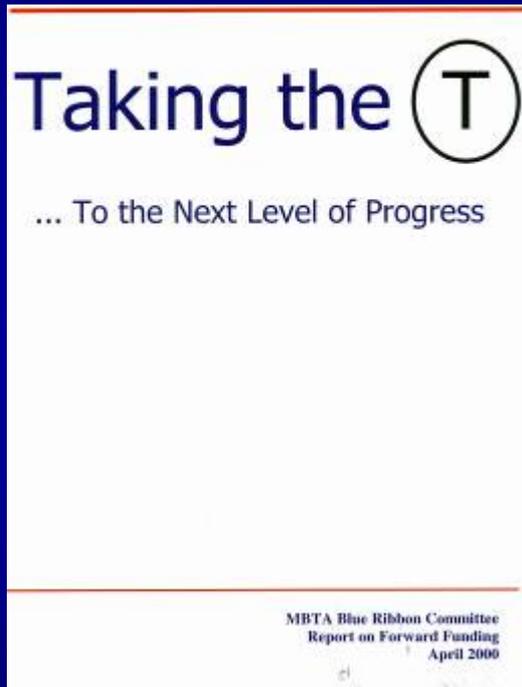
### Increasing Revenues

- Ⓣ Reduced fare evasion
- Ⓣ Raised fares
- Ⓣ Transportation Mobility Compact
- Ⓣ Pursued non-fare revenue
  - Land sales, advertising,
- Ⓣ Restructured parking program



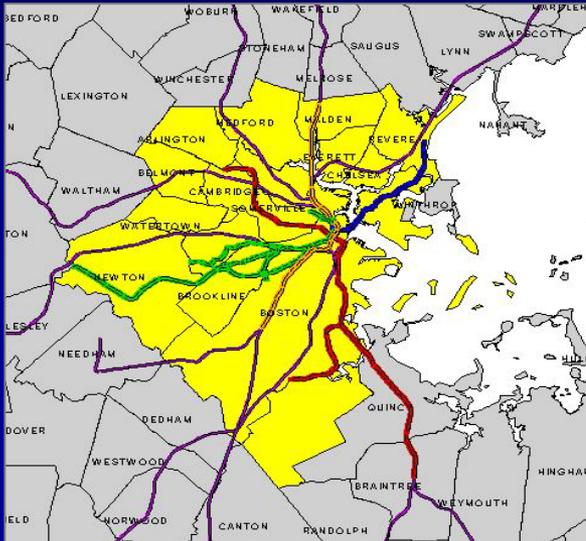


# Capital Planning and Investment



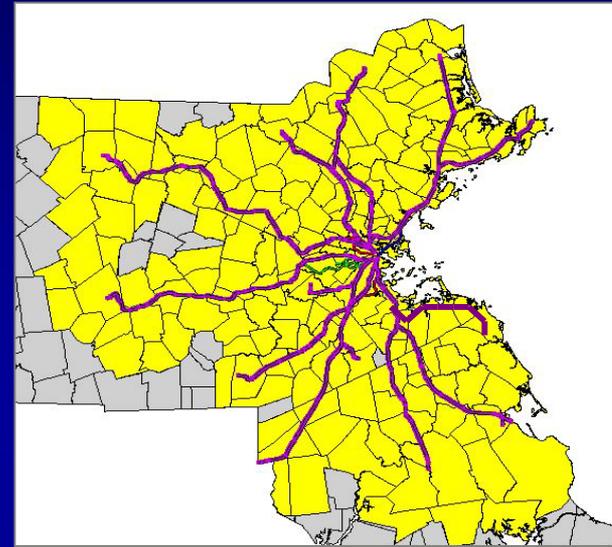


# Where does the CIP invest funds?



Core Service Areas:  
Bus, Subway, Silver Line

**75%**



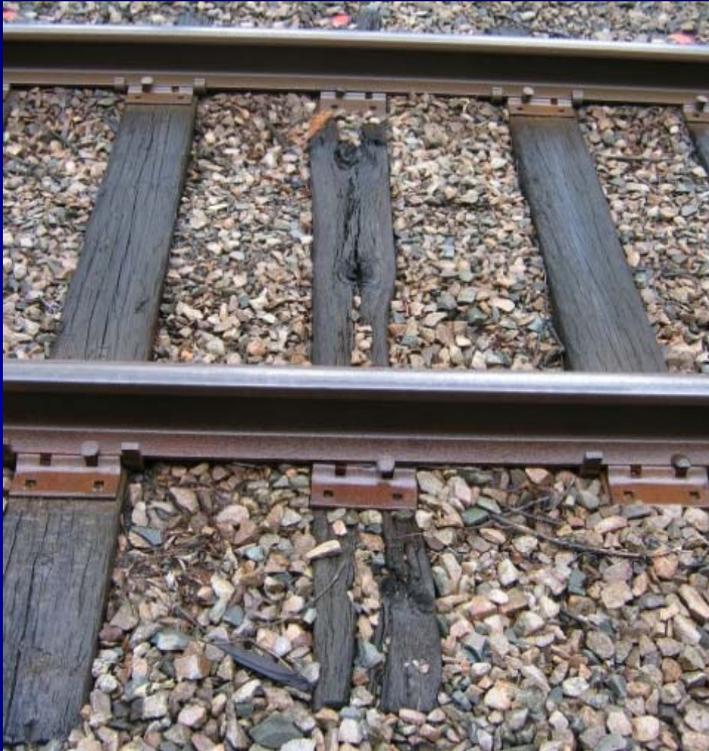
Suburban Service Areas:  
Commuter Rail

**25%**

ⓘ The MBTA is not responsible for future expansion projects beyond Silver Line Phase III. The cost of any future expansion projects will be paid for by the Commonwealth



## MBTA Capital Needs: Tracks



Before



After

Highland Branch

# MBTA Capital Needs: Stations



Before



After

Butler Station

## MBTA Capital Needs: Stations



Before



After

**Boylston Station**



# MBTA Capital Needs: Stations



After renovation



Boylston Station



# MBTA Capital Needs: Stations



Before



After

Symphony Station

## MBTA Capital Needs: Tunnels



Before



After

New Equipment for Pump Rooms



# MBTA Capital Needs: Power

Before



After



Substation Control Battery Sets



# MBTA Capital Needs: Power



Before



After

## Substation DC Breakers



## State of Good Repair Conclusion



- Ⓣ No transit system can meet the “ideal” system condition
- Ⓣ We can make more effective decisions
- Ⓣ We can optimize our investments
- Ⓣ We must continue to be good stewards of the transit system

**DRAFT**  
**Amendment Two - 2009 Element of the FFYs 2007 - 2010 TIP**

<i>Indicates a change in project cost</i>
<i>Indicates removed from TIP (cost not reflected in total)</i>
<i>Indicates a project moved in from another TIP element</i>
<i>Indicates a project moved out to another TIP element (cost not reflected in total)</i>
<i>Indicates a new addition to the TIP (action taken as denoted)</i>
<i>Indicates a new funding category</i>

**Regional Highway Program**

**FEDERAL-AID TARGET PROJECTS**

**Congestion Mitigation and Air Quality Improvement Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Belmont, Cambridge & Somerville	600811	Bicycle Facility	\$4,160,000	\$1,040,000	\$5,200,000	
Franklin	602962	King Street Ramps	\$3,800,000	\$950,000	\$4,750,000	project has been advertised
Milford	604530	Upper Charles Trail, Phase 2	\$3,280,000	\$820,000	\$4,100,000	project has been advertised
Watertown	602053	Intersection Improvements at Three Locations	\$700,000	\$175,000	\$875,000	
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Boston		Boston Traffic Management Center Operations	\$324,000	\$81,000	\$405,000	
Boston Region		Improving the Region's Bike/Ped Infrastructure Program	\$520,000	\$130,000	\$650,000	
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000	
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000	
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>			<b>\$13,504,000</b>	<b>\$3,376,000</b>	<b>\$16,880,000</b>	
				<i>CMAQ Regional Target</i>	<i>\$8,593,420</i>	

**National Highway System**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Canton, Randolph & Westwood	87800	Route 128 Improvement Program Contract 3, Year Three of Six	\$9,567,511	\$2,391,878	\$11,959,389	
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year One of Six	\$2,400,000	\$600,000	\$3,000,000	
<b>National Highway System Total</b>			<b>\$11,967,511</b>	<b>\$2,991,878</b>	<b>\$14,959,389</b>	

**Surface Transportation Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two	\$4,996,004	\$1,249,001	\$6,245,005	
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$7,600,000	\$1,900,000	\$9,500,000	
Foxborough, Norfolk, & Wrentham	602496	Route 115 (Pond/Pine St)	\$5,188,800	\$1,297,200	\$6,486,000	
Salem	601017	Route 1A (Bridge Street)	\$5,280,000	\$1,320,000	\$6,600,000	\$6,864,000
<b>Surface Transportation Program Total</b>			<b>\$23,064,804</b>	<b>\$5,766,201</b>	<b>\$28,831,005</b>	

**DRAFT**  
**Amendment Two - 2009 Element of the FFYs 2007 - 2010 TIP**

**Highway Safety Improvement Program (HSIP) Project**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two	\$3,867,039	\$429,671	\$4,296,710
<b>Highway Safety Improvement Program Total</b>			<b>\$3,867,039</b>	<b>\$429,671</b>	<b>\$4,296,710</b>
				<i>HSIP Regional Target</i>	\$4,296,710

project split is 90/10

**Surface Transportation Program/Enhancement**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Ipswich		North Green Improvements (Design)	\$72,800	\$18,200	\$91,000
Cambridge	605188	Cambridge Common (Design)	\$144,000	\$36,000	\$180,000
<b>Surface Transportation Program/Enhancement Total</b>			<b>\$216,800</b>	<b>\$54,200</b>	<b>\$271,000</b>

**Total Regional Target Programming**      **\$65,238,104**

*Boston Region MPO Regional Target with State Match*      \$65,225,104

*FEDERAL-AID NON-TARGET PROJECTS*

***FEDERAL-AID ECONOMIC STIMULUS PROJECTS***

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Arlington	PROG-7	Cyrus Dallin Elementary School Sidewalk Improvements	\$448,000		\$448,000
Boston, Somerville, Arlington	DCR920	Minuteman Bike Path	\$3,000,000		\$3,000,000
Boston	M0330B	Northern Ave Sidewalk Improvements	\$800,000		\$800,000
Boston, Chelsea	T0160	Deck Rehabilitation on Tobin Bridge, phase VII	\$14,000,000		\$14,000,000
Boston, Chelsea	T0163	Structural Steel Painting on Tobin Bridge, phase 3 and 8	\$27,000,000		\$27,000,000
Burlington, Lexington, Reading, Woburn	605018	Guide and Traffic Sign Repair on I-95	\$3,289,560		\$3,289,560
Cambridge/Charlestown	DCR927	North Bank Pedestrian Bridge	\$22,250,000		\$22,250,000
Concord		Route 2	\$3,575,000		\$3,575,000
Harvard/Littleton	604400	Route 2	\$5,784,600		\$5,784,600
Lincoln	604629	Route 2	\$1,289,990		\$1,289,990
Lynn	DCR901	Blossom St Ferry Terminal	\$4,000,000		\$4,000,000
Metro Boston	DCR930	Pavement Improvements to Metro Parkway System	\$3,000,000		\$3,000,000
Metro Boston	DCR934	Sidewalk Improvements to Metro Parkway System	\$700,000		\$700,000
Newton	MTA-MHS-04	Harvard St	\$2,500,000		\$2,500,000
Statewide	MTA-ALL-01	Statewide Communications Network Expansion	\$1,900,000		\$1,900,000
Somerville/Wilmington	604938	Guide and Traffic Sign Repair on I-93	\$4,620,000		\$4,620,000
Waltham	PROG 9	Northeast Elementary School Sidewalk School	\$518,000		\$518,000
Watertown, Newton, Boston	DCR949	Nonantum Rd Improvements	\$6,059,400		\$6,059,400
Weston	MTA-MHS-02	Ramp G over Turnpike	\$2,650,000		\$2,650,000
Weston	MTA-MHS-03	Ramp G over Aqueduct	\$1,450,000		\$1,450,000
Wilmington/Methuen	605396	Guide and Traffic Sign Repair on I-93	\$4,275,000		\$4,275,000
<b>Economic Stimulus Total (Highway)</b>					<b>\$113,109,550</b>

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***FEDERAL-AID BRIDGE PROJECTS***

<b>Bridge</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Boston	600944	American Legion HWY over Route 203	\$4,904,904	\$1,226,226	\$6,131,130	\$5,864,420
Framingham	604013	Fountain Street over MBTA and CSX	\$3,120,000	\$780,000	\$3,900,000	\$4,100,000
Hanover	605101	Route 53 over Route 3	\$8,840,000	\$2,210,000	\$11,050,000	
Hudson	604006	Houghton Street over Assabet River	\$2,033,058	\$508,264	\$2,541,322	
<b>Bridge Total</b>			<b>\$18,897,962</b>	<b>\$4,724,490</b>	<b>\$23,622,452</b>	

**Advance Construction Bridge**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$8,800,000	\$2,200,000	\$11,000,000
Boston & Everett	603370	Route 99 (Alford Street) Bridge	\$4,800,000	\$1,200,000	\$6,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$800,000	\$200,000	\$1,000,000
Lynn & Saugus	026710	Route 107 (Fox Hill) Bridge	\$800,000	\$200,000	\$1,000,000
<b>Advance Construction Bridge Total</b>			<b>\$15,200,000</b>	<b>\$3,800,000</b>	<b>\$19,000,000</b>

**Special Bridge Funds**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Danvers	603715	Route 1 over Centre Street	\$5,360,000	\$1,340,000	\$6,700,000
Millis	604240	Route 115 (Norfolk Rd) over Charles River	\$1,200,000	\$300,000	\$1,500,000
<b>Special Bridge Funds Total</b>			<b>\$6,560,000</b>	<b>\$1,640,000</b>	<b>\$8,200,000</b>
<b>Federal-Aid Bridge Total</b>					<b>\$50,822,452</b>

***FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES***

**Interstate Maintenance**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Marlborough, Hudson & Berlin	604877	Interstate 495	\$11,401,632	\$1,266,848	\$12,668,480
Stoneham, Winchester & Reading	604878	Interstate 93	\$9,855,648	\$1,095,072	\$10,950,720
<b>Interstate Maintenance Total</b>			<b>\$21,257,280</b>	<b>\$2,361,920</b>	<b>\$23,619,200</b>

**National Highway System Pavement Preservation**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Harvard/Littleton	604400	Route 2	\$4,567,680	\$1,141,920	\$5,709,600	Project to be funded by Economic Stimulus
Arlington/Belmont/Cambridge	604629	Route 2	\$3,367,200	\$841,800	\$4,209,000	
<b>National Highway System Pavement Preservation Total</b>			<b>\$3,367,200</b>	<b>\$841,800</b>	<b>\$4,209,000</b>	

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**FEDERAL AID EARMARKED FUNDING**

**High-Priority Projects (TEA-21)**

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two (HPP 924)	\$1,922,102	\$480,526	\$2,402,628

**High-Priority Projects (SAFETEA-LU)**

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Acton and Maynard	604531	Assabet River Rail Trail (Design) (HPP 1761)	\$452,000	\$113,000	\$565,000
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two	\$718,000	\$179,500	\$897,500
<b>Boston</b>		<b>Pedestrian Improvements to Kenmore Sq (HPP 682)</b>	<b>\$3,457,040</b>	<b>\$691,408</b>	<b>\$4,148,448</b>
Boston	604775	Longwood Ave / Urban Ring Tunnel Study (HPP 856)	\$96,033	\$24,008	\$120,041
Boston	600636	Massachusetts Avenue Construction (HPP 270)	\$1,260,573	\$315,143	\$1,575,716
Boston	604997	Museum Way Improvements Construction (HPP 1960)	\$2,871,997	\$717,999	\$3,589,996
Boston		Sullivan Square, Phase 1 Design (HPP 3568)	\$897,498	\$224,375	\$1,121,873
Danvers to Peabody	604874	Border to Boston Bikeway (HPP 843)	\$718,000	\$179,500	\$897,500
Danvers & Peabody	87612	Route 128 Improvements Construction (1477)	\$1,106,253	\$276,563	\$1,382,816
Franklin	604988	Route 140 (Design) (HPP 4279)	\$400,000	\$100,000	\$500,000
Hudson & Stow		Assabet River Rail Trail Design (HPP 1761)	\$269,250	\$67,312	\$336,562
Hull	604743	West Corner Culvert Construction (HPP 1681)	\$143,600	\$35,900	\$179,500
Somerville		I-93 Mystic Avenue Interchange Study (HPP 792)	\$359,000	\$89,750	\$448,750
Somerville	604778	Union Square Improvements Study (HPP 999)	\$73,961	\$18,490	\$92,451
Somerville	604872	Assembly Square Multimodal Access Improvements (HPP 4281)	\$5,007,375	\$1,251,844	\$6,259,219
Watertown	601686	Pleasant Street and Howard Street Construction	\$341,449	\$85,362	\$426,811
Watertown*	605139	Watertown Bike Path Construction (HPP 1400)	\$576,618	\$144,155	\$720,773
Watertown*	605139	Watertown Bike Path Construction (HPP 1424)	\$579,339	\$144,835	\$724,174
Walpole	605187	Washington St Design (HPP 2431)	\$125,650	\$31,412	\$157,062
Weymouth		Weymouth Multi-Modal Center (HPP 4276)	\$8,011,800	\$2,002,950	\$10,014,750

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**High-Priority Projects Total      \$29,249,255      \$7,312,314      \$36,561,569**

\*match to be provided by the Department of Conservation and Recreation

**High-Priority Project (SAFETEA-LU) Other Match**

<b>Section 112</b>			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>	
Medford	605122	Clippership Drive Streetscape	\$990,000		\$990,000	\$990,000
Cambridge		Kendal Square Streetscape	\$990,000		\$990,000	
<b>Section 117</b>						
Cambridge	604993	Innovation Blvd Streetscape	\$990,000		\$990,000	
Malden		Pleasant St (design)	\$310,200		\$310,200	
<b>Section 330</b>						
Winthrop		Winthrop Ferry Improvements	\$496,750		\$496,750	
<b>High-Priority Project (SAFETEA-LU) Other Match</b>			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>	
Boston	604774	National Park Traveler Information System & Visitor Center	\$1,218,000		\$1,218,000	
<b>2004 Ferry Boat Discretionary Commuter Ferry</b>			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Winthrop		Winthrop Ferry Improvements	\$264,232	\$66,058	\$330,290	
<b>2005 Ferry Boat Discretionary Ferry Infrastructure</b>			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Winthrop		Winthrop Ferry Improvements	\$208,167	\$52,042	\$260,209	
<b>Eastern Federal Lands Highway Division</b>			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>	
Minuteman National Park (Concord)		Pavement Management Project			\$230,000	
<b>Other Earmarks Total</b>			<b>\$5,467,349</b>	<b>\$118,100</b>	<b>\$5,815,449</b>	
					<b>Federal-Aid Non-Target Non-Bridge Projects Total</b>	<b>\$42,377,018</b>
					<b>Total Federal-Aid Highway Program</b>	<b>\$341,997,776</b>

***NON FEDERAL-AID BRIDGE PROJECTS***

<b>Non Federal Aid Bridge</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	project has been advertised
Boston	603443	River Street Bridge		\$6,805,838	\$6,805,838	
Marlborough	603506	Robin Hill and Boundary Street Bridges over the Assabet		\$4,257,930	\$4,257,930	
Wellesley	600776	Rockland St over CSX		\$1,704,794	\$1,704,794	
<b>Non Federal Aid Bridge Total</b>					<b>\$4,257,930</b>	
<b>Total Highway Program</b>					<b>\$346,255,706</b>	

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**Central Artery/Tunnel Project**

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000	\$17,500,000	\$87,500,000
State Transportation Program (STP)	\$56,845,000	\$14,211,250	\$71,056,250
<b>Federal-Aid Subtotal</b>	<b>\$126,845,000</b>		
<b>Federal-Aid Matching Funds Subtotal</b>		<b>\$31,711,250</b>	
<b>Total Fiscal Year 2009 Central Artery/Tunnel Funds</b>			<b>\$158,556,250</b>

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***REGIONAL TRANSIT PROGRAM***

<b>Section 3037</b>			<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Job Access		\$1,502,650	\$375,662	\$1,878,312
		<b>Section 3037 MBTA Match Total</b>	<b>\$1,502,650</b>	<b>\$375,662</b>	<b>\$1,878,312</b>

<b>New Freedom</b>			<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	New Freedom		\$1,292,406	\$323,101	\$1,615,507
		<b>New Freedom MBTA Match Total</b>	<b>\$1,292,406</b>	<b>\$323,101</b>	<b>\$1,615,507</b>

<b>Section 5307</b>			<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Locomotive and Coach Procurement		\$25,600,000	\$6,400,000	\$32,000,000
Green Line	MBTA Accessibility Program		\$21,600,000	\$5,400,000	\$27,000,000
Blue Line	Blue Line Vehicles		\$8,000,000	\$2,000,000	\$10,000,000
Systemwide	Station Management Program		\$2,800,000	\$700,000	\$3,500,000
Bus	CNG Bus Overhaul Program		\$12,000,000	\$3,000,000	\$15,000,000
Bus	Everett Maintenance Facility		\$4,400,000	\$1,100,000	\$5,500,000
Systemwide	Elevator Replacement/Rehabilitation		\$27,308,761	\$6,827,190	\$34,135,951
Systemwide	Grant Anticipation Notes (GANs) Program		\$19,985,000	\$4,996,250	\$24,981,250
Systemwide	MBTA Enhancement Program		\$1,354,482	\$338,621	\$1,693,103
Systemwide	Preventative Maintenance		\$10,000,000	\$2,500,000	\$12,500,000
Systemwide	Bus and Train Arrival LCD Signage		\$2,400,000	\$600,000	\$3,000,000
		<b>Section 5307 MBTA Match Total</b>	<b>\$135,448,243</b>	<b>\$33,862,061</b>	<b>\$169,310,304</b>

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cape Ann	Cape Ann Transportation Authority		\$344,568	\$86,142	\$430,710
		<b>Section 5307 State Match Total</b>	<b>\$344,568</b>	<b>\$86,142</b>	<b>\$430,710</b>

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**High-Priority Projects (SAFETEA-LU)**

		<i>Federal Funds</i>	<i>Local Funds</i>	<i>Total Funds</i>
Bus	HPP Bus - Framingham Transit System	\$406,296	\$101,574	\$507,870
	<b>SAFETEA-LU High-Priority Projects (HPP Bus) Total</b>	<b>\$406,296</b>	<b>\$101,574</b>	<b>\$507,870</b>

**Section 5309**

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Blue Line	Blue Line Modernization	\$21,600,000	\$5,400,000	\$27,000,000
Red Line	Red Line Number 2 Car Overhaul	\$14,190,124	\$3,547,531	\$17,737,655
Systemwide	Kawasaki Coaches	\$1,600,000	\$400,000	\$2,000,000
Systemwide	Locomotive and Coach Procurement	\$33,295,500	\$8,323,875	\$41,619,375
<i>Section 5309 Infrastructure Program</i>				
Red Line	Columbia Junction	\$10,400,000	\$2,600,000	\$13,000,000
Systemwide	Power Improvements	\$7,080,000	\$1,770,000	\$8,850,000
Systemwide	Bridge and Tunnel Program	\$4,800,000	\$1,200,000	\$6,000,000
	<b>Section 5309 MBTA Match Total</b>	<b>\$92,965,624</b>	<b>\$23,241,406</b>	<b>\$116,207,030</b>

**Section 5307 (Carryover)**

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Bus	Everett Maintenance Facility	\$6,400,000	\$1,600,000	\$8,000,000
Systemwide	Redundant Operations Control Center	\$8,652,318	\$2,163,080	\$10,815,398
	<b>Section 5307 Carryover MBTA Match Total</b>	<b>\$15,052,318</b>	<b>\$3,763,080</b>	<b>\$18,815,398</b>

**Section 5309 (Carryover Earmarked Funds)**

		<i>Federal Funds</i>	<i>MBTA/State/Local Funds</i>	<i>Total Funds</i>
Beverly/Salem	Beverly/Salem Intermodal Center	\$1,146,400	\$286,600	\$1,433,000
Blue Line/North Shore	Feasibility Study for Blue Line Extension to Lynn	\$3,136,160	\$784,040	\$3,920,200
Salem	Beverly/Salem Intermodal Center	\$973,371	\$243,343	\$1,216,714
Beverly	Beverly/Salem Intermodal Center	\$973,371	\$243,343	\$1,216,714
Quincy	Quincy Catamaran	\$973,371	\$243,343	\$1,216,714
Revere	Wonderland Station	\$876,034	\$219,009	\$1,095,043
Red Line	Red Line Number 2 Car Overhaul	\$2,678,793	\$669,698	\$3,348,491
Systemwide	Power Improvements	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Bridge and Tunnel Program	\$11,924,000	\$2,981,000	\$14,905,000
Boston	Commonwealth Ave	\$525,280	\$131,320	\$656,600
Boston	Improvements at Harbor Islands Park	\$217,360	\$54,340	\$271,700
Hingham	Hingham Intermodal Center	\$3,756,172	\$939,043	\$4,695,215
Commuter Rail	Auburndale Station	\$1,264,000	\$316,000	\$1,580,000
Commuter Rail	Rockport Improvements	\$1,338,386	\$334,596	\$1,672,982
Commuter Rail	Fitchburg Line Improvements	\$6,272,160	\$1,568,040	\$7,840,200
Medford	Medford Downtown Parking	\$973,371	\$243,343	\$1,216,714
Melrose	Commuter Rail Station Improvement	\$548,800	\$137,200	\$686,000
Ferry	Vessel Procurement, Engine Overhaul and Improvements at Quincy	\$5,980,000	\$1,495,000	\$7,475,000
Woburn	Woburn Park & Ride Facility	\$876,034	\$219,009	\$1,095,043
	<b>Section 5309 MBTA Various Match Total</b>	<b>\$48,433,064</b>	<b>\$12,108,266</b>	<b>\$60,541,330</b>

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<b>FEDERAL-AID ECONOMIC STIMULUS PROJECTS</b>		<i>Federal Funds</i>	<i>MBTA/State/Local Funds</i>	<i>Total Funds</i>
<b>MBTA</b>				
Commuter Rail	Commuter Rail Rolling Stock (Locomotives and Vehicle Rehab)	\$38,000,000		\$38,000,000
The RIDE	Vehicle Procurement (up to 108 vans)	\$5,500,000		\$5,500,000
Systemwide	Track and Right of Way Improvements	\$10,000,000		\$10,000,000
Commuter Rail	Signal and Grade Crossing Improvements (Fitchburg and Haverhill Lines)	\$18,000,000		\$18,000,000
Commuter Rail	Double Track Initiative (Fitchburg and Haverhill Lines)	\$37,000,000		\$37,000,000
Systemwide	Station Upgrade Program	\$34,000,000		\$34,000,000
Green Line	Positive Train Control - Light Rail Pilot Program	\$500,000		\$500,000
Systemwide	Facility Upgrade Program	\$21,000,000		\$21,000,000
Commuter Rail	Bridge Program (Drawbridge Repairs)	\$3,000,000		\$3,000,000
South Boston	Gas Turbine Replacement and Fuel Conversion	\$1,000,000		\$1,000,000
Commuter Rail	New Station at Four Corners (Fairmount Line)	\$21,000,000		\$21,000,000
Bus	Bus Stop and Corridor Enhancements (including Bus 23 and Silver Line)	\$9,700,000		\$9,700,000
<b>MBTA Economic Stimulus Total</b>		<b>\$198,700,000</b>		<b>\$198,700,000</b>
<b>MetroWest Regional Transit System</b>				
Placeholder	Placeholder Pending Split Agreement with MBTA	\$750,000		\$750,000
<b>MWRTA Economic Stimulus Total</b>		<b>\$750,000</b>		<b>\$750,000</b>
<b>Cape Ann Transportation Authority</b>				
Placeholder	Placeholder Pending Split Agreement with MBTA	\$430,710		\$430,710
<b>CATA Economic Stimulus Total</b>		<b>\$430,710</b>		<b>\$430,710</b>
<b>Federal-Aid Subtotal</b>		<b>\$494,145,169</b>		
<b>Federal-Aid Various Matching Funds Subtotal</b>			<b>\$12,295,982</b>	
<b>Federal-Aid MBTA Matching Funds Subtotal</b>				<b>\$61,565,310</b>
<b>Total FY 2009 Regional Transit Funds</b>				<b>\$569,187,171</b>

## Business Groups

### *Business Associations*

- American Automobile Association – assists clients in many different facets including; travel and lodging; auto buying, leasing, renting, and repair; financial services such as loans and credit cards; and insurance needs. [www.aaa.com](http://www.aaa.com)
- Massachusetts Motor Transportation Association (MMTA) – lobbies the Commonwealth of Massachusetts on behalf of the trucking industry. [www.mass-trucking.org](http://www.mass-trucking.org)

### *Chambers of Commerce*

- Greater Boston – represents more than 1,700 businesses of all sizes from virtually every industry and profession in the Greater Boston region. [www.bostonchamber.com](http://www.bostonchamber.com)
- MetroWest – promotes business interests of the MetroWest cities and towns. [www.metrowest.org](http://www.metrowest.org)
- South Shore – assists more than 2,500 businesses to grow their businesses and improving the business climate in our region. [www.southshorechamber.org](http://www.southshorechamber.org)

## Environmental

- Environmental League of Massachusetts – advocates for climate issues, protection of habitats and species, land preservation, development of urban parks, smart-growth planning, protection of water resources, and curtailing exposure to toxins in everyday living — the whole range of modern environmental issues that have an impact on our health and quality of life in Massachusetts. [www.environmentalleague.org](http://www.environmentalleague.org)
- Green Streets Initiative – creates safer, quieter, healthier streets for commuters and citizens of all types. [www.gogreenstreets.org](http://www.gogreenstreets.org)
- Sierra Club, Massachusetts Chapter – advocates for environmental preservation on issues of transportation, open space, and coastal habitat. [www.sierraclubmass.org](http://www.sierraclubmass.org)

## Transportation Management Associations

- 128 Business Council – advocates for congestion relief in Waltham and other communities around Route 128, operating shuttle buses and providing other services for member companies. Waltham, Lexington, Needham, Newton, Weston, Woburn and Burlington. [www.128bc.org](http://www.128bc.org)
- A Better City – provides the business and institutional leadership essential for ensuring progress and tangible results on transportation, land development, and public realm infrastructure investments that are vital to sustaining and improving the Boston area's economy and quality of life. Boston. [www.abettercity.org](http://www.abettercity.org)
- Charles River – provides a variety of services to help improve transportation for the employees of our member organizations. Cambridge. [www.charlesrivertma.org](http://www.charlesrivertma.org)
- MetroWest/495 – strives to reduce congestion and improve air quality by promoting carpooling, vanpooling, taking public transit, biking and walking to work to nearly 40,000 employees of more than 30 member companies in MetroWest. Framingham, Hopkinton, Marlborough, Natick Southborough, Sudbury and Westborough. [www.metrowest.org/MW495TMA](http://www.metrowest.org/MW495TMA)
- Neponset Valley – reduces the number of cars on the road to alleviate traffic congestion and improve air quality. Norwood, Westwood, Canton, and Dedham. [www.nvcc.com/NVTMA](http://www.nvcc.com/NVTMA)

- North Shore – brings together businesses, institutions, developers, organizations and municipalities to address shared traffic-related issues. Beverly, Danvers, Lynn, Peabody and Salem. [www.northshoretma.org](http://www.northshoretma.org)
- Seaport – encourages easier commutes and reduced local traffic congestion. South Boston Waterfront. [www.seaporttma.org](http://www.seaporttma.org)
- TransComm – works collaboratively with local, state, and federal agencies to propose and implement environmentally sound transportation options that decrease traffic congestion and increase air quality for its employees, students, patients, visitors and community members. Boston Medical Center, Boston University Medical Campus which is comprised of Boston University Schools of Medicine, Dental Medicine and Public Health, the Boston Public Health Commission and the Boston Police Department, District 4, Area D. [www.transcomm.org](http://www.transcomm.org)

#### Other

- Fenway Alliance – is a consortium of academic, cultural, and arts organizations collaborating to enhance the cultural, environmental, and economic vitality of the Fenway area. <http://www.fenwayculture.org/>
- Massachusetts Municipal Association – provides advocacy, training, publications, research and other services to Massachusetts cities and towns. [www.mma.org](http://www.mma.org)
- Massachusetts Seaport Advisory Council – presents a wide range of viewpoints on seaport development and policy, including environmental, maritime commerce, business development, and government perspectives.  
[www.mass.gov/?pageID=mg2subtopic&L=5&L0=Home&L1=State+Government&L2=Branches+%26+Departments&L3=Governor+%26+Executive+Departments&L4=Seaport+Advisory+Council&sid=massgov2](http://www.mass.gov/?pageID=mg2subtopic&L=5&L0=Home&L1=State+Government&L2=Branches+%26+Departments&L3=Governor+%26+Executive+Departments&L4=Seaport+Advisory+Council&sid=massgov2)

# REGIONAL TRANSPORTATION ADVISORY COUNCIL



February 12, 2009

David Mohler, Chair  
Transportation Planning and Programming Committee  
Boston Region Metropolitan Planning Organization  
State Transportation Building  
Ten Park Plaza, Room 4150  
Boston, MA 02116

RE: MBTA Fiscal Challenges

Dear Mr. Mohler:

The Regional Transportation Advisory Council (Advisory Council) wishes to express its grave concerns about the Massachusetts Bay Transportation Authority's (MBTA) dire fiscal condition and to request that the Boston Region Metropolitan Planning Organization (MPO) encourage the Executive Office of Transportation and Public Works (EOTPW) and the MBTA to work with the legislature to promptly adopt solutions in order to reduce the likelihood of service cuts and fare increases.

In recent months, the Advisory Council has received detailed presentations from Paul Regan and Brian Kane of the MBTA Advisory Board regarding the funding gap for system preservation activities and the MBTA's bleak fiscal outlook. The MBTA's deficit derives significantly from unexpectedly low sales tax revenue—1.2% less than anticipated annually since 2001. As a result, capital spending to maintain a state of good repair of the MBTA's system is consistently underfunded by approximately \$100 million annually. In FY 2010, the MBTA faces a \$160 million deficit—some estimates put the figure at \$180 million—and the Authority's \$8 billion debt is the highest debt of any transit authority in the nation. These shortfalls will likely lead to service cuts and fare increases at a time when personal budgets are constrained and the need for transit is stronger than ever.

While the MBTA has proposed reactive strategies to incrementally increase revenues, like increased parking fees at rapid transit and commuter rail parking lots, it seems that the MBTA (and perhaps the transportation system entirely) requires comprehensive assistance to alleviate its extraordinary debt while maintaining current service levels. Political leaders, independent commissions, and citizen advocacy groups have formulated and presented possible solutions for addressing the MBTA's short-term and long-term financial needs.

Instead of targeting one revenue stream and relying heavily on greater returns from it, the Advisory Council supports moderately expanding or establishing a variety of funding streams to provide more consistent, dependable financial support for transit. These new funding streams should be sensitive to tomorrow's transportation climate and innovative in scope. To this end, the Advisory Council supports the following proposals:

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- While there has been considerable discussion about increasing the state gas tax, the Advisory Council supports instituting an automotive-fuel tax that would assess not only gasoline but also the additives that increasingly comprise automotive fuel or another source of fuel entirely (e.g. ethanol, natural gas, hydrogen or electricity).
- To further encourage reduced vehicle use as well as improved air quality, the Advisory Council supports a vehicle-miles-traveled fee to be assessed during annual inspections and an emissions tax to be assessed at the time of a vehicle's purchase.
- Revenues from these three proposals should be dedicated to an infrastructure bank for the maintenance and expansion of the State's transit network.
- Responsibility for costs relative to the Central Artery/Tunnel project should be transferred from the MBTA to the Division of Capital Asset Management.

Discussion and possible implementation of these actions should take place immediately. Again, the Advisory Council requests that the MPO encourage the EOTPW and the MBTA to work with the legislature to promptly adopt possible solutions in order to reduce the likelihood of MBTA service cuts and fare increases. In addition, we suggest that the MPO work closely with its federal partners to support hefty transit funding allocations during the reauthorization of SAFETEA-LU.

As you know, the Advisory Council strongly advocates for transit as a means to: encourage economic development; mitigate environmental impacts; support mobility for all residents of the region's diverse population; and maintain the region's high standard of living. We ask that the MPO support advancing the aforementioned solutions.

Thank you for your consideration. The Advisory Council looks forward to working with the Boston Region MPO to address this very important transportation issue affecting our region.

Malek Al-Khatib, Chair



Regional Transportation Advisory Council

CC: Boston Region MPO Members  
Massachusetts Legislative Joint Committee on Transportation  
Massachusetts Congressional Delegation