

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

July 30, 2009 Meeting

9:00 AM – 10:30 AM, State Transportation Building, MPO Conference Room, 10 Park Plaza, Boston

David Mohler, Chair, representing James Aloisi, Executive Office of Transportation & Public Works (EOT)

Decisions

The Transportation Planning and Programming Committee voted to take the following action:

- approve the minutes of the meeting of June 25 and July 2

Meeting Agenda

1. Public Comments

Tad Read, Boston Redevelopment Authority (BRA) and Urban Ring Citizens Advisory Committee (CAC), distributed a letter on behalf of the Urban Ring CAC to members, urging them to include Phase 2 of the *Urban Ring* in the list of illustrative projects in the amendment to the Regional Transportation Plan (RTP) and to direct the Central Transportation Planning Staff (CTPS) to model the project. He also spoke on behalf of the BRA in support of the *Urban Ring* and asked that Phase 2 be added to the list of illustrative projects and modeled by CTPS.

Alan Moore, Somerville Bike Committee, expressed disappointment that few bicycle and pedestrian projects were included in the Regional Transportation Plan (RTP). He expressed concern that the *Urban Ring* plans change initial stop locations at Assembly Square and Wellington Station that will prevent access to the City of Somerville.

Dick Williamson, Friends of the Bruce Freeman Rail Trail (BFRT), stated that the *BFRT* and the *Assabet River Rail Trail (ARRT)* projects were only a small funding percentage of the RTP. He believes that it falls short of the federal enhancement guidelines of ten percent. He urged the Committee to add the *Tri-Community Bikeway* and the *Border to Boston Path* to the list of illustrative projects.

Jeff Rosenblum, City of Cambridge, expressed support for the *Urban Ring* and said that it can help relieve congestion on all transit lines. He acknowledged that the Committee would not be able to include the illustrative projects in the current modeling due to deadline constraints of the RTP amendment, but recommended that the illustrative projects be modeled sometime before the end of the calendar year.

Matt Zahler, A Better City (ABC), expressed support for including the *Urban Ring* and *Silver Line, Phase 3* projects in the illustrative list. He noted the mobility and air quality improvements that the projects would provide.

Sarah Hamilton, Medical Academic and Scientific Community Organization (MASCO), expressed support for including the *Urban Ring* project in the RTP amendment as the project will relieve congestion on the Green Line and serve the transit constrained Longwood area and its life science economy. She suggested that the MPO continue to model the financial and transportation benefits of that project.

2. Chair's Report – *David Mohler, EOT*

There was none.

3. Subcommittee Chairs' Reports

There were none.

4. Regional Transportation Advisory Council – *Malek Al-Khatib, Regional Transportation Advisory Council*

The Advisory Council's membership subcommittee met on July 28th to discuss the Council's bylaws. The subcommittee suggested recommendations to the bylaws, which will be voted on at the Advisory Council meeting in August.

5. Director's Report – *Arnie Soolman, Director, Central Transportation Planning Staff (CTPS)*

The modeling for the RTP amendment is on schedule and staff expects to have the 2030 build network finished next Friday. The modelers will then proceed to model the 2020 build network. The Environmental Justice (EJ) and Air Quality (AQ) analysis will be conducted as soon as the 2030 build network is modeled and the numbers will be made available to members.

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

A motion to approve the minutes of the meeting of June 25, with corrections to page 4 and 6 recommended by Mary Pratt, Town of Hopkinton, was made by Steve Woelfel, MassHighway, and seconded by Ron Morgan, MBTA. The motion passed unanimously.

A motion to approve the minutes of the meeting of July 2 was made by S. Woelfel, and seconded by R. Morgan. The motion passed unanimously.

7. Amendment to the Regional Transportation Plan (RTP) – *Pam Wolfe, Certification Activities Manager, MPO Staff*

Members were provided with the following materials for their discussion of the amendment to the RTP (see attached):

- Updated RTP Allocation Spreadsheet
- List of On-going No-Build Projects (including breakdown of MPO funding share and earmarks, and design status) with selected projects highlighted in yellow
- Recommendation on illustrative projects by the MBTA
- E-mail of Somerville's illustrative project request
- Memorandum on Advisory Council's illustrative project list suggestions

Members deliberated about the illustrative project list. Members suggested the following:

- The list should be limited to about five projects and should include only significant projects with a reasonable history (being under study or in design). For example, significant work has been done on the *Urban Ring* and *Silver Line Phase 3* and if the MPO had sufficient funds, the MPO would program them. (P. Regan)
- Project costs should not be included. The MPO should include projects that have been worked on, that address safety issues, and that are in line with smart growth principles. Consideration should be given to geographic equity. (Eric Bourassa, MAPC)
- Transit projects for state-of-good repair should be included. The MBTA has many worthy state of good repair projects. (Ron Morgan, MBTA)
- There should be a mix of project types (bike, transit, highway, and expansion) and the list should cover all modes. (David Koses, City of Newton)
- The list should be based on the MPO's project selection criteria. (Thomas Bent, City of Somerville)
- Projects in serious planning, such as the *Silver Line Phase 3* and *Urban Ring*, should not be allowed to lose momentum while financial problems are being addressed. Including such projects on the illustrative list may be a way to keep them moving ahead. (Jim Gillooly, City of Boston)
- Projects under design should be kept moving along, but the MPO should be restrained about which projects it puts on the illustrative list; if there are too many the list will lose credibility. MAPC would prefer to have a modest list that includes a mix of kinds of projects that are consistent with MetroFuture. The MPO needs to send a clear message to the Legislature about how the MPO is having to work with less funding. The MPO may need to rethink its process regarding projects that present expensive solutions to solving problems. The full list of illustrative projects should be modeled. (M. Draisen)
- A longer list of projects would show a greater need for additional funding. (M. Al-Khatib)

M. Draisen asked if the Transportation Planning and Programming Committee would consider holding off voting on the illustrative project list until August 6, by which time MAPC will have been able to finalize its suggestions. Some other members agreed that they would like to have more time to identify their suggestions.

Members continued their discussion of what kinds of projects should be included and the number. A suggestion was made that it should be a core list of expansion projects. Also, if the MPO wishes to fully demonstrate the backlog of needed projects, the smaller projects can be discussed in the text, instead of being shown in the list. Bicycle paths may not have enough of a regional benefit to warrant their inclusion as illustrative projects, but they may be mentioned in the narrative on illustrative projects. D. Mohler noted that if the illustrative projects are modeled, they will be modeled together, and therefore the pros and cons of individual projects cannot be evaluated.

The Committee came to consensus that: the illustrative list should be multi-modal; include about 10-12 projects; and should be modeled after the modeling for the build scenarios, which are needed for the inputs for the air quality analysis, has been completed.

Members have the option to submit a list to MPO Staff by Monday, August 3 that will be circulated to the Committee before the meeting on August 6.

A motion to include the Urban Ring on the illustrative list was made by the Town of Framingham and seconded by the City of Boston. No action was taken. This motion was superseded by a motion to adjourn.

8. Members Items

There were none.

9. Adjourn

A motion to adjourn was made by MAPC, and seconded by the MBTA Advisory Board. The motion passed with the Town of Framingham, EOT, and MassHighway voting no.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, July 30, 2009, 9:00 AM

Member Agencies

EOT

City of Boston

City of Newton

City of Somerville

MAPC

MassHighway

MassPike

MBTA

MBTA Advisory Board

Regional Transportation
Advisory Council

Town of Braintree

Town of Framingham

Town of Hopkinton

Representatives and Alternates

David Mohler

Jim Gillooly

Thomas Kadzis

David Koses

Thomas Bent

Marc Draisen

Eric Bourassa

Jim Gallagher

Stephen Woelfel

John Romano

Ron Morgan

Paul Regan

Malek Al-Khatib

Steve Olanoff

Christine Stickney

Ginger Esty

Mary Pratt

MPO Staff/CTPS

Michael Callahan

Maureen Kelly

Hayes Morrison

Sean Pfalzer

Arnie Soolman

Mary Ellen Sullivan

Pam Wolfe

Other Attendees

Roland Bartl

Denis Fraine

Jack Gillon

Sarah Hamilton

Alan Moore

Tad Read

Jeff Rosenblum

Dick Williamson

Matt Zahler

Town of Acton

Town of Bellingham

City of Quincy

MASCO

Somerville Bike Committee

Boston Redevelopment Authority

City of Cambridge

Friends of the Bruce Freeman

Rail Trail

A Better City

Boston MPO RTP Final Allocation Spreadsheet (7-23-09)

	2010	2011-2015	2016-2020	2021-2025	2026-2030	Total
Total MPO Discretionary Program	\$56,720,000	\$331,500,000	\$489,420,000	\$699,540,000	\$858,960,000	\$2,436,140,000
Highway Expansion	\$17,000,000	\$195,517,961	\$208,922,077	\$445,558,500	\$683,479,403	\$1,550,477,941
Route 128 Add-A-Lane	\$17,000,000	\$112,000,000	\$20,000,000			\$149,000,000
Crosby's Corner		\$72,000,000				\$72,000,000
Route 18		\$11,517,961				\$11,517,961
Middlesex Turnpike			\$27,328,000			\$27,328,000
East Boston Haul Road			\$19,995,787			\$19,995,787
Sullivan Square			\$41,554,290			\$41,554,290
Braintree Split			\$51,264,000			\$51,264,000
Route 85			\$11,956,000			\$11,956,000
Bridge Street			\$14,233,000			\$14,233,000
New Boston Street Bridge			\$6,405,000			\$6,405,000
Route 139			\$10,177,000			\$10,177,000
Montvale Avenue			\$4,839,000			\$4,839,000
Route 53			\$1,170,000			\$1,170,000
Rutherford Avenue				\$78,803,000		\$78,803,000
I-93/I-95 Interchange (North)				\$337,317,000		\$337,317,000
Needham Street/Highland Ave				\$29,438,500		\$29,438,500
I-93/I-95 Interchange (South)					\$421,421,000	\$421,421,000
Route 126/135 Grade Separation					\$113,938,403	\$113,938,403
Route 1					\$148,120,000	\$148,120,000
Transit Expansion ("Flex")	\$0	\$11,699,000	\$246,197,000	\$0	\$0	\$257,896,000
Assembly Square Orange Line		\$11,699,000				\$11,699,000
Green Line College Ave to MVP (Rte. 16)			\$185,031,000			\$185,031,000
Wonderland Parking Garage			\$61,166,000			\$61,166,000
	2010	2011-2015	2016-2020	2021-2025	2026-2030	Total
Amount Available for Non-Expansion	\$39,720,000	\$124,283,039	\$34,300,923	\$253,981,500	\$175,480,597	\$627,766,059
Enhancements/Bikes	\$3,850,000	\$25,912,846		\$29,871,000		\$59,633,846
South Bay Harbor Trail	\$3,850,000					
Community Path, Phase 1		\$3,487,611				
Ipswich Green		\$1,076,235				
Cambridge Common		\$1,000,000				
Assabet River Rail Trail		\$20,349,000				
Bruce Freeman Rail Trail				\$29,871,000		
CMAQ Program	\$2,000,000	\$10,250,000	\$11,500,000	\$14,600,000	\$11,650,000	\$50,000,000
Roadways	\$28,937,360	\$32,270,980				\$61,208,340
Pulaski Boulevard	\$13,006,510					
Rte. 99	\$2,434,140					
Rte. 128/Rte. 35 & Rte. 62	\$13,496,710	\$12,485,290				
Massachusetts Ave.		\$2,650,000				
Beacon St.		\$1,319,690				
Trapelo Rd		\$15,816,000				
Intersections	\$4,810,890	\$0				\$4,810,890
Rte.53/Middle St.	\$2,275,820					
Rte. 2A/Waltham St.	\$1,611,950					
Pleasant St./Morse St.	\$923,120					
Already Accounted for in the TIP	\$39,598,250	\$68,433,826	\$11,500,000	\$44,471,000	\$11,650,000	\$175,653,076
Unprogrammed Funds	\$121,750	\$55,849,213	\$22,800,923	\$209,510,500	\$163,830,597	\$452,112,983

Ongoing No-Build Project	Updated Current 2009 Cost	2010	2011-2015	2016-2020	2020-2025	2026-2030	MPO Funding	Earmark	Design Status
Route 128 Additional Lanes (Randolph to Wellesley)	\$149,000,000	\$17,000,000	\$112,000,000	\$20,000,000			\$149,000,000	\$0	Ongoing
Recommended Projects									
Middlesex Turnpike Improvements Phase 3 (Bedford, Burlington, and Billerica)	\$19,200,000			\$27,328,000			\$27,328,000	\$0	75%
Route 128 Capacity Improvements (Beverly to Peabody)	\$156,832,000							\$0	
East Boston Haul Road/Chelsea Truck Route (Boston)	\$18,000,000			\$25,620,000			\$19,995,787	\$5,624,213	ENF
Route 1A/Boardman Street Grade Separation (Boston)	\$10,816,000							\$0	
Sullivan Square (Boston)	\$40,000,000			\$56,932,000			\$41,554,290	\$15,377,710	
Rutherford Avenue (Boston)	\$45,507,000				\$78,803,000		\$78,803,000		
Consolidated Rental Car Facility (Logan Airport, Boston)	\$453,000,000		\$453,000,000					\$453,000,000	ENF
I-93/Route 3 Interchange - Braintree Split (Braintree)	\$36,017,000			\$51,264,000			\$51,264,000	\$0	
I-93/I-95 Interchange (Canton)	\$225,000,000					\$421,421,000	\$421,421,000	\$0	EA/EIR
I-95 Northbound/Dedham Street Ramp/Dedham Street Corridor (Canton)	\$35,000,000		\$42,583,000					\$42,583,000	
Concord Rotary/Route 2 (Concord)	\$43,264,000							\$0	25%
Route 2/Crosby's Corner Grade Separation (Concord and Lincoln)	\$72,000,000		\$72,000,000				\$72,000,000	\$0	75%
Route 1/Route 114 Corridor Improvements (Danvers and Peabody)	\$50,619,000							\$0	
Telecom City Boulevard (Everett, Malden, and Medford)	\$16,440,000							\$0	
Revere Beach Parkway (Everett, Medford, and Revere)	\$101,238,000							\$0	
Route 126/Route 135 Grade Separation (Framingham)	\$54,080,000					\$113,938,000	\$113,938,000	\$0	
Route 85 Improvements (Hudson)	\$8,400,000			\$11,956,000			\$11,956,000	\$0	25%
Route 1 Improvements (Malden and Revere)	\$70,304,000					\$148,120,000	\$148,120,000	\$0	PRC App.
I-495/I-290/Route 85 Connector Interchange (Marlborough and Hudson)	\$29,852,000							\$0	ENF
Needham Street/Winchester Street/Highland Avenue (Newton and Needham)	\$17,000,000				\$29,439,000		\$29,439,000	\$0	25%
Quincy Center Concourse, Phase 2 (Quincy)	\$7,511,068	\$7,511,068						\$7,511,068	100%
I-93/I-95 Interchange (Reading and Woburn)	\$194,792,000				\$337,317,000		\$337,317,000	\$0	PRC App.
Mahoney Circle Grade Separation (Revere)	\$16,224,000							\$0	
Route 1/Route 16 Interchange (Revere)	\$4,975,000							\$0	
Route 1A/Route 16 Connection (Revere)	\$50,078,000							\$0	
Boston Street (Salem)	\$2,488,000							\$0	PRC App.
Bridge Street (Salem)	\$10,000,000			\$14,233,000			\$14,233,000	\$0	25%
I-93/Mystic Avenue Interchange (Somerville)	\$63,274,000							\$0	
S. Weymouth Naval Air Station Access Improvements (Parkway construction)	\$52,000,000		\$52,000,000					\$52,000,000	FEIR
S. Weymouth Naval Air Station Access Improvements (Multi-modal Center)	\$10,014,750	\$10,014,750						\$10,014,750	FEIR
Route 18 Capacity Improvements (Weymouth)	\$26,100,000		\$26,100,000				\$11,517,961	\$14,582,039	Pre 25%
Route 3 South Additional Lanes (Weymouth to Duxbury)	\$227,785,000							\$0	PRC App.
I-93/Route 129 Interchange Improvement Project (Wilmington and Reading)	\$18,928,000							\$0	
New Boston Street Bridge (Woburn)	\$4,500,000			\$6,405,000			\$6,405,000	\$0	PRC App.
Marshfield – Route 139 Widening (in Universe of Projects list in Plan)	\$7,150,200			\$10,177,000			\$10,177,000		25%
Milford – Veterans Memorial Drive (in Universe of Projects list in Plan)									
Woburn – Montvale Avenue	\$3,400,000			\$4,839,000			\$4,839,000		PRC App.
MassPort – T Under D	\$80,000,000								
Somerville – Assembly Square Roadway Project	\$28,000,000	\$28,000,000						\$28,000,000	75%
Beverly – Route 128 Brimball Avenue Interchange Relocation	\$20,000,000								PRC App.
Green Line to Mystic	\$130,000,000			\$185,031,000			\$185,031,000		
Assembly Square Orange Line Station	\$10,000,000		\$11,699,000				\$11,699,000		
Wonderland	\$52,000,000			\$71,166,000			\$61,166,000	\$10,000,000	
Hanover – Route 53 Final Phase	\$1,000,000			\$1,170,000			\$1,170,000		25%
Total	\$1,778,976,018	\$17,000,000	\$207,216,961	\$455,119,077	\$445,559,000	\$683,479,000	\$1,808,374,038	\$600,692,780	

Available Funding		\$56,720,000	\$331,500,000	\$489,420,000	\$699,540,000	\$858,960,000	\$2,436,150,000
Percent Expansion Projects		30%	63%	93%	64%	80%	74%

SUGGESTED ILLUSTRATIVE PROJECTS

(Threshold I'd use for including projects in illustrative category are projects in or anticipated to begin project development/planning which agency(ies)/proponents intend to seek funding to advance into design and implementation

Ruggles Platform (We're talking about this for next CIP as early design engineering capacity project)

Foxboro service

South Coast Rail

South Station Expansion

Boston mid-day commuter rail layover

Boston maintenance facility expansion---southside Arborway; northside-Wellington

High Speed Rail projects---Attleboro third track

Double Track initiative commuter rail

Grand Junction

Worcester Line Upgrade

28X

Urban Ring

Blue Line Extension

Red-Blue Connector

Allston Commuter Rail Station

Fitchburg Line Station Consolidations

Silver Line III

Positive Train Control—Commuter Rail; Green Line

Pam Wolfe

From: "Tom Bent" <TBent@bentelectric.com>
To: "Pam Wolfe" <pamwolfe@ctps.org>
Sent: Wednesday, July 29, 2009 3:39 PM
Subject: RE: materials for 7-30 TPPC mtg

Hi Pam,

The only item that Somerville would like to see listed as an Illustrative Project for Somerville is the I-93/Mystic Ave Interchange (Somerville).

Thanks
Tom Bent

-----Original Message-----

MEMORANDUM

To: Regional Transportation Advisory Council Chair

July 29, 2009

From: Mike Callahan & Kristina Johnson

Re: Advisory Council Illustrative Project List suggestions for JOURNEY TO 2030 - Plan Amendment

The Plan Committee of the Regional Transportation Advisory Council met on July 28, 2009 at Quincy City Hall to discuss the Advisory Council's recommendation for projects to include in the illustrative projects list of the JOURNEY TO 2030 Transportation Plan amendment.

Among the highway projects not selected by the Transportation Planning and Programming Committee for inclusion in the Plan amendment, the Plan Committee recommends that the following be included in a list of illustrative projects:

- Route 128 Capacity Improvements (Beverly to Peabody)
- Route 1A/Boardman Street Grade Separation (Boston)
- Concord Rotary/Route 2 (Concord)
- Route 1/Route 114 Corridor Improvements (Danvers and Peabody)
- Revere Beach Parkway (Everett, Medford, and Revere)
- I-495/I-290/Route 85 Connector Interchange (Marlborough and Hudson)
- Mahoney Circle Grade Separation (Revere)
- Route 1/Route 16 Interchange (Revere)
- Route 1A/Route 16 Connection (Revere)
- Boston Street (Salem)
- I-93/Route 129 Interchange Improvement Project (Wilmington and Reading)
- Milford – Veterans Memorial Drive
- Beverly – Route 128 Brimball Avenue Interchange Relocation

The Plan Committee recommends that the Advisory Council support these additional projects for inclusion on the list of illustrative projects:

- North/South Rail Link
- Urban Ring Phase 3
- DMUs on Fairmont Line with Extension to Route 128
- Green Line Extension from Elliot Station to Needham Junction
- Extension of Track 61 to North Jetty
- Red Line-Blue Line Connector
- Haul Road along Mystic Wharf Branch – Moran Terminal to Somerville Rail Yard Connection

The Plan Committee recommends that the Advisory Council **not** support the following projects:

- Telecom City Boulevard (Everett, Malden, and Medford)
- I-93/Mystic Avenue Interchange (Somerville)
- Route 3 South Additional Lanes (Weymouth to Duxbury)
- MassPort T under D
- Silver Line Phase 3
- Urban Ring Phase 2
- Blue Line Extension to Lynn

Attending the meeting were the Plan Committee Chair, Kristina Johnson of Quincy, and committee members Steve Olanoff of Westwood and John Businger of the National Corridors Initiative. Also attending the meeting were Frank DeMasi of Wellesley and Jack Gillon of Quincy.