

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

February 4, 2010 Meeting

10:00 AM – 12:00 PM, State Transportation Building, Conference Room 4, 10 Park Plaza, Boston

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

Decisions

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

- adopt Amendment 3 of the federal fiscal years (FFYs) 2010 – 2013 Transportation Improvement Program (TIP) incorporating amendments detailed in the body of these minutes
- approve the revised work program for the *Long-Range Transportation Plan of the Boston Region MPO*
- approve the revised work program for the *Congestion Management Process (CMP) – February 2010, to September 2011*
- release the proposed changes to the MPO's Public Participation Process for a 45-day public review period
- approve the hiring of Benjamin Krepp as the Manager of the Information Technology and Services Group at Central Transportation Planning Staff (CTPS)

Meeting Agenda

1. Public Comments

Members of the public made comments regarding the following projects:

Lynn – Blossom Street Ferry Terminal

State Representative Steve Walsh commented regarding the removal of the *Lynn – Blossom Street Ferry Terminal* project from the proposed draft Amendment 3 to the FFYs 2010 – 2013 TIP and the process used for selecting projects to receive ARRA funding. He expressed frustration that the City of Lynn has lost economic development funding during this difficult economic climate based on decisions made by the Administration.

He reported that the city and state have invested \$750,000 to develop the ferry project. On the advice of the Administration, the city requested ARRA funding for the \$8.4 million project while pulling other economic development projects from its ARRA request. Then in January, the city was notified that the funds would not be made available due to a decision by the Federal Transit Administration.

The city then requested that ARRA funding be provided for another project that it believes is shovel-ready – the \$1.4 million *Lynn – Intersection Improvements at Lynnfield*

Street, Millard Avenue, Parker Hill Avenue, and Den Quarry Road project – which was recommended for the TIP last year. Yesterday the city was informed that MassDOT Highway does not believe that this project is ready and is now requiring the taking of easements.

Rep. Walsh expressed concern about the process and the transparency of the process for awarding ARRA funds. He asked the MPO to rectify the problem and to provide some ARRA funding to Lynn.

Mary Pratt, Town of Hopkinton, noted that FTA had concerns about the sustainability of the Lynn ferry operation. She also expressed disappointment about the ARRA process and stated that the MPO had little choice in the project selection.

Winchester – Wedgemere Commuter Rail Accessibility Enhancement

State Representative Jason Lewis expressed support for the proposed Amendment 3 to the FFYs 2010 – 2013 TIP and the addition of the *Winchester – Wedgemere Commuter Rail Accessibility Enhancement* project, which would add mini-high platforms at the Wedgemere station to provide access to the commuter rail for people with disabilities. He expressed thanks to Gary Talbot, MBTA, for his support in advancing this project. He noted that the FTA has approved the use of mini-high platforms at that location. The project has the support of the Town of Winchester.

Rep. Lewis was joined by Jean Batty and Sabreena Ahmed of the Winchester Disability Access Committee and student members of that Committee. Ms. Batty and Ms. Ahmed spoke about how the project will enable children who use wheelchairs to access Boston by train. Members then viewed a brief video prepared by Ms. Batty and her children in support of this accessibility project.

Woburn – Magazine Hill Parking Facility

On behalf of Mayor Scott Galvin, Ed Tarallo, City of Woburn, requested that the MPO program in the TIP the remaining earmarked funds for the *Woburn – Magazine Hill Parking Facility* project: a total of \$489,060 from FFY 2008 (currently on the TIP) and a total of \$507,870 from FFY 2009. The MBTA is providing the local match.

On behalf of the city, the MBTA will request a Bus Facilities Livability Initiative Program grant of \$462,885, which would secure FFY 2007 funds that have lapsed for this project. The lapse occurred due to an issue raised by the Massachusetts Historical Commission; the issue was resolved in December 2009. E. Tarallo requested a letter of concurrence from the MPO stating that if the grant money is approved the funds will be programmed on the TIP.

Letters from the Cities of Lynn, Winchester, and Woburn are included in the public comments. (See attached.)

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

A list of MPO subcommittee members was distributed. (See attached.)

The Massachusetts Association of Regional Planning Agencies (MARPA) met last week. Topics of discussion were the development of socio-economic forecasts for the next long-range transportation plan (LRTP), livability and sustainability and how those topics tie in with the Healthy Transportation Compact, and the establishment of TIP criteria related to project readiness.

The Healthy Transportation Compact held its first meeting. This group was created as a result of the transportation reform legislation for the purpose of providing healthy transportation options and making sure that transportation decisions do not negatively impact health. The policy-level group will meet quarterly. The staff-level group will meet more frequently.

3. Subcommittee Chairs' Reports – *Eric Bourassa, Metropolitan Area Planning Council (MAPC); Paul Regan, MBTA Advisory Board*

The Clean Air and Mobility Program Subcommittee will meet on February 11 at 1 PM in the MPO Conference Room.

The Administration and Finance Subcommittee met today to recommend the hiring of a new employee at CTPS. (This issue was voted upon later in this meeting.)

The Unified Planning Work Program (UPWP) Subcommittee will meet today following the Transportation Planning and Programming Committee meeting.

4. Regional Transportation Advisory Council – *Laura Wiener, Regional Transportation Advisory Council*

The Advisory Council submitted a letter to the MPO regarding the proposed Amendment 3 to the FFYs 2010 – 2013 TIP. The Advisory Council expressed support for the flexing of highway funds to transit. It also expressed concern about the process of selecting projects to receive ARRA funding, which the Advisory Council believes was not conducive to encouraging public participation. (The Advisory Council's letter is attached.)

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

Members were provided with CDs of the *Bicycle and Pedestrian Improvements in Six Urban Centers* report, a companion to the MPO's *Pedestrian and Bicycle Improvements in Town Centers* study. This study will be on the Transportation Planning and Programming Committee's agenda for discussion and possible action in two weeks. Hard copies of the report are available from Cathy Buckley, MPO staff.

Hayes Morrison, MPO staff, will give a demonstration of the interactive TIP database after this meeting.

6. Amendment 3 to the FFY 2010 – 2013 TIP – Hayes Morrison, MPO staff

Members were provided with TIP tables showing the proposed Amendment 3 to the FFYs 2010 – 2013 TIP, a matrix summarizing public comments received, and copies of the public comment letters. (See attached.)

The proposed action would remove the *Lynn – Blossom Street Ferry Terminal* project and add four projects in its place:

- *Brookline – Dean Road Bridge Rehabilitation*
- *Cambridge – Red Line Floating Slab Repair*
- *Danvers/Peabody – Resurfacing of Route 114*
- *Winchester – Wedgemere Commuter Rail Accessibility Enhancement*

Members discussed the proposed amendment:

David Anderson, MassDOT Highway, responded to a question about the readiness of the *Lynn – Intersection Improvements at Lynnfield Street, Millard Avenue, Parker Hill Avenue, and Den Quarry Road* project, for which the City of Lynn requested ARRA funding in light of the removal of the ferry project. MassDOT has not completed its review of the project because no funding was identified for it and it was never programmed on the TIP. MassDOT received the 100% design plans for the project in November 2009 and preliminary right-of-way plans that require 18 temporary easements, which will take a while to resolve. MassDOT Highway staff met with the City of Lynn yesterday to work out design issues. Since the project will require work on private property, the property owner should be approached and temporary easements ordered.

Sheri Warrington, Office of State Senator Thomas McGee, stated that the project was included in the staff recommendation of the draft FFY 2011 element of the TIP last year. H. Morrison noted that *Lynnfield – Millard Street* project was on the draft staff recommendation, but fell out when there was a change to the target, before the project was officially programmed into the TIP.

E. Bourassa commented that, due to the deadlines for ARRA spending, MassDOT Highway staff had to devote time to making the ARRA candidate projects ready. D. Anderson added that MassDOT Highway has attempted to devote staff time to unprogrammed projects, but has recently needed to give higher attention to those projects prioritized to receive ARRA funding or those already programmed to receive funding through the TIP.

A motion to remove the *Brookline – Dean Road Bridge Rehabilitation* project from Amendment 3 of the FFYs 2010 – 2013 TIP and transfer the \$785,577 programmed for that project to increase funding for the *Cambridge – Red Line Floating Slab Repair* project was made by Victor Rivas, MBTA, and seconded by P. Regan. The motion passed unanimously.

V. Rivas noted that the *Dean Road Bridge* project will still be funded, but not with ARRA funds.

State Senator Thomas McGee addressed the Committee and expressed his disappointment and frustration over the removal of the Lynn ferry project and the lack of investment in transportation in the North Shore. He stated that the City of Lynn has spent \$250,000 on the ferry project (\$750,000 overall with state support). A larger issue, he said, is that the district he represents is getting no ARRA funding despite the area's potential for economic development, which is directly tied to improvements in transportation infrastructure. He noted that the proposed ferry service would give year round access to Boston and the Harbor Islands. He requested that the Committee consider the districts transportation needs.

Jim Gillooly, City of Boston, presented the City of Boston's comment requesting that the MPO program \$2.2 million in design funds for the rehabilitation of the *North Washington Street Bridge* (\$1.76 million from an existing \$4 million High Priority Project earmark, and a \$440,000 match from the City of Boston). It was previously determined that the bridge, which is functionally obsolete, should be replaced, but there has since been a solution involving the restructuring of three trusses into one that will allow the bridge to be rehabilitated without being completely replaced. He stated that the bridge is used as a route to transport hazardous materials and is an evacuation route out of the city. It is the type of facility that should be identified in the proposed work program for *Emergency Evacuation and Hazard Mitigation Mapping*, he noted.

A motion to add the \$2.2 million earmark funds for the *North Washington Street Bridge* project to Amendment 3 of the FFYs 2010 – 2013 TIP was made by J. Gillooly, and seconded by M. Pratt. The motion passed unanimously.

A motion to add the earmark funds for the *Woburn – Magazine Hill Parking Facility* project to Amendment 3 of the FFYs 2010 – 2013 TIP and to submit a letter to FTA stating that the MPO will program the Bus Facilities Livability Initiative grant funds if approved, was made by P. Regan, and seconded by Thomas Bent, City of Somerville. The motion passed unanimously.

A motion to adopt Amendment 3 of the FFYs 2010 – 2013 TIP as presented and amended by the previous motions was made by P. Regan, and seconded by Ginger Esty, Town of Framingham. The motion passed unanimously.

7. Work Program for the Long-Range Transportation Plan of the Boston Region MPO and for the Congestion Management Process – Karl Quackenbush, Deputy Director, CTPS

Members heard presentations on the work programs for the *Long-Range Transportation Plan of the Boston Region MPO* and for the *Congestion Management Process (CMP) – February 2010, to September 2011* at the meeting of January 21. Members were provided with redlined copies of the documents showing what are largely minor editorial changes made at the suggestion of members. (See attached.)

A motion to approve the revised work program for the *Long-Range Transportation Plan of the Boston Region MPO* was made by J. Gillooly, and seconded by John Romano, MassDOT Highway. The motion passed unanimously.

A motion to approve the revised work program for the *Congestion Management Process (CMP) – February 2010, to September 2011* was made by Richard Reed, Town of Bedford, and seconded by J. Gillooly. The motion passed unanimously.

8. Public Participation Process – Pam Wolfe, Manager, Certification Activities, MPO Staff

Members were provided with a document showing proposed changes to the text of the MPO's Public Participation Process. (See attached.) The changes would allow for the MPO to shorten or waive public review periods for its certification documents during exceptional circumstances or in emergency situations. Members were also provided a memorandum outlining the proposed public outreach actions associated with the amendment to the Public Participation Process. (See attached.)

A motion to release the proposed changes to the MPO's Public Participation Process for a 45-day public review period was made by G. Esty, and seconded by J. Gillooly. The motion passed unanimously.

9. Approval of New Hire – Paul Regan, MBTA Advisory Board

The Administration and Finance Subcommittee met this morning and voted to recommend that the MPO hire Benjamin Krepp as the Manager of the Information Technology and Services Group at CTPS.

A motion to approve the hiring of Benjamin Krepp as the Manager of the Information Technology and Services Group at CTPS was made by P. Regan, and seconded by G. Esty. The motion passed. D. Mohler abstained, noting that his abstention did not in any way pertain to the candidate, rather that MassDOT believes that CTPS should have the discretion to hire individual employees without the MPO's official endorsement. D. Mohler welcomed B. Krepp to the organization.

10. Meeting Minutes – Pam Wolfe, Manager, Certification Activities, MPO Staff

This item was withdrawn and will be taken up at the next meeting.

11. Work Program for Emergency Evacuation and Hazard Mitigation Mapping – Karl Quackenbush, Deputy Director, CTPS

Members were provided with the work program for *Emergency Evacuation and Hazard Mitigation Mapping*. (See attached.) This study is included in the UPWP. Members were informed that this work program would be coming to them when they received a briefing by Maureen Kelly, MPO staff, on all-hazards planning on January 7.

The impetus for this work comes from the MPO's federal partners and the MPO's need to plan for future possible emergency situations and impacts. There is an expectation that the next federal authorization of transportation legislation will include language on

climate change and safety and security. Recent federal guidance is calling for coastal MPOs to begin inventorying infrastructure that could be impacted by climate change. This work program is intended to get the MPO started on this work.

For this work program, staff proposes to obtain three types of information – natural hazards, evacuation plans, and critical infrastructure – and overlay that information on the region’s transportation network and projects in the TIP and LRTP to see the relationships between them. The product of the work program would be a series of maps.

The first series of maps would depict the transportation network and projects in relation to mainly water-related natural hazard data, including 100-year and 500-year floods zones, hurricane surge zones, and areas of inundation related to sea level rise (if available). This would also be done with respect to areas of earthquake risk.

A second series of maps would relate to evacuation plans. The Commonwealth is leading an effort to develop comprehensive plans. As these plans are under development, this information might not be available to the MPO in the 5- month timeframe of this work program. Staff may request to extend the work into the next fiscal year. Staff will also interact with MAPC regarding their work with the Northeast Regional Homeland Security Region and Pre-Disaster Mitigation Plans.

A third element would involve overlaying critical infrastructure, which could include both local- and state-identified infrastructure that would matter in the event of an emergency. Again, information from this planning work would be overlaid on the transportation network and compared to projects to ascertain whether proposed projects would improve an evacuation route or serve emergency management.

This work program would inform the MPO as to how MPO-funded projects relate to these elements, and may also serve a wider audience of emergency planners. In addition to developing a series of maps, staff will develop a matrix with information indicating whether projects are in a natural hazard zone or contribute to evacuation plans.

Members asked questions and made comments:

Will staff include the location of dams in the region and consider the impacts of dam failure? It would be important to include that information. (G. Esty)

Staff would be able to obtain information on dam locations. (Maureen Kelly, MPO Staff)
The Department of Conservation and Recreation is a resource for this information.
(Richard Reed, Town of Bedford)

G. Esty, M. Pratt, and R. Reed noted that communities have developed hazard mitigation plans, which include information on flood zones, and that MAPC is a resource for this information. E. Bourassa noted that MAPC will coordinate with staff on the project. Martin Pillsbury is the contact at MAPC.

M. Pratt noted that planning needs to be done to determine where during an emergency people could be housed in the city and how they could be fed, and that evacuation plans need to take into account impacts outside the Route 128 belt.

The schedule for the work program does not coincide well with the schedule for the TIP project evaluation. For the TIP evaluation, some criteria that are favorable in light of evacuation planning (such as adding lanes to increase roadway capacity) are not considered favorable in light of other MPO planning purposes. What criteria will staff be considering for the security evaluation? (Jim Gallagher, MAPC)

This work program would provide information to help the MPO members determine what the security criteria should be. (K. Quackenbush) For the TIP evaluations, staff could try to move the project schedule up, but if that is not possible, the information from the work program will be considered in the next TIP cycle. (D. Mohler)

Is staff going to look at the continuity of evacuation routes? (J. Gillooly)

Yes. At this time, staff does not know how much evacuation route data is available to the MPO, but staff will fit together and look at as much data as is possible. (K. Quackenbush)

J. Gillooly stated that the City of Boston is willing to exchange data regarding evacuation related facilities with the MPO for this project. Noting that the shipment of liquefied natural gas (LNG) into the city is a major concern for Boston and adjacent municipalities, he recommended that this study document LNG facilities and the routes that the LNG ships travel, and record the concerns of municipalities. If an incident occurred north of downtown Boston, he added, it would affect how the city uses its evacuation network.

J. Gillooly also noted that MassDOT is overseeing a modeling effort related to the management of the construction of the bridges over the Charles River. Boston's emergency managers are exploring using that effort to do a sensitivity analysis to see what would happen if there were an evacuation during the construction period. J. Gillooly suggested that it would be useful to have a tool for evacuation planning that accounts for construction activities.

K. Quackenbush noted that MPO staff has had discussions about providing modeling services to the Commonwealth for the Metro Boston Traffic Management Plan. The products from this work program could feed into that type of modeling work.

12. MBTA Bus Service Data Collection VII – Karl Quackenbush, Deputy Director, CTPS

Members were provided with the work program for *MBTA Bus Service Data Collection VII*. (See attached.)

MPO staff began systematic ridechecking for the MBTA in the mid-1990s. At that time, staff conducted comprehensive ridechecks for the entire system to serve bus route service plans that were in development. By 1999, MPO staff was asked to shift the focus to on-going monitoring activities and to collect data on each MBTA bus route every three to five years. There have been a series of work programs addressing this work. The last one

was in the summer of 2008. This work program is the seventh in the series and builds on the previous work.

This work program focuses primarily on bus data collection, and occasionally rail data collection. Staff will conduct ridechecks, which yield reports called “load profiles” that provide a profile of peak loads, and also pointchecks and timechecks, which record the number of people on board vehicles and the times at which buses pass a checkpoint. Occasionally, staff will be asked to visit a rail transfer station and count passengers moving between commuter rail, subways, and buses.

The data collected from this study will be used in the MBTA’s biennial service planning process and corridor studies. MPO staff may also use this data to recommend service planning changes. The data goes into the MPO’s Congestion Management Process.

A factor impacting this work is the deployment of automatic passenger collection (APC) technology, which is used to count passengers boarding buses. There are still four garages in the MBTA’s system that do not have APC technology on buses. Staff will be concentrating the ridechecks on buses from those garages. Over time, as more APC technology is deployed, there will be less of a need for staff to conduct ridechecks. There will, however, be a continuing need for pointchecks and timechecks.

The tasks of this work program include data collection, assisting the MBTA in analyzing data, and adjusting the ridecheck database so that it can accept APC data. This last task is so that we can produce the same reports from APC data as are produced from the manually collected data.

Members asked questions and made comments.

How does the APC technology work? How accurate is it? Is it possible to analyze GPS data from buses to determine schedule adherence? (Lourenço Dantas, Massachusetts Port Authority)

The APC technology uses a beam across the bus doorway, which is broken as a passenger steps on the bus, as a counting mechanism. The MBTA has been pleased with the level of accuracy. The GPS technology (known as automatic vehicle location or AVL) supplants the need for the ridechecks to include timecheck information. (K. Quackenbush)

J. Gillooly noted that municipalities are interested in seeing what can be done to shift people to transit modes for crossing the Charles River while construction is happening on the bridges. He noted that the MBTA could help alleviate some congestion during construction with service adjustments that would help shift people to transit modes.

When will GPS be on buses? (J. Gallagher)

It is almost in place. (V. Rivas)

When will there be a notice to proceed? (D. Mohler)

MBTA Operations will issue a notice to proceed soon. There are still funds remaining in the current contract with which to continue the program until the notice is received. (A. Soolman)

13. Members Items

There were none.

14. Adjourn

A motion to adjourn and begin the MPO meeting was made by P. Regan, and seconded by J. Romano.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, February 4, 2010, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway

City of Boston

City of Newton
City of Somerville
MAPC

Massachusetts Port
Authority

MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council

Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton

Representatives and Alternates

David Mohler
David Anderson
John Romano
Marie Rose
Jim Gillooly
Thomas Kadzis
David Koses
Thomas Bent
Eric Bourassa
Jim Gallagher
Lourenço Dantas

Victor Rivas
Paul Regan
Laura Wiener
Richard Reed
Melissa Santucci
Ginger Esty
Mary Pratt

MPO Staff/CTPS

Mike Callahan
Maureen Kelly
Anne McGahan
Hayes Morrison
Karl Quackenbush
Arnie Soolman
Pam Wolfe

Other Attendees

Lynn Ahlgren
Sabreena Ahmed
Cameron Bain
Keith Baker
Jean Batty
Eliza Batty
Nathan Batty
Benjamin Bloomenthal
Mark Guenard
Jason Lewis
Dan Marino
Anthony C. Martignetti
Sue McQuaid
Steve Olanoff

MetroWest Regional Transit
Authority
Winchester Disability Access
Commission
Stoneham Tri-Community
Bike/Greenway
Go Green Waste Services
Winchester Disability Access
Commission

MBTA
MassDOT
State Representative

Go Green Waste Services
Neponset Valley Chamber of
Commerce
Regional Transportation
Advisory Council

Deb Shemano	SCM Transportation
Bryan Slack	MassDOT District 3
Steve Walsh	State Representative
Sheri Warrington	Office of State Senator McGee
Jeff Weeden	Office of State Representative Fennell

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Membership Preferences - TPPC Subcommittees

February, 2010

The bold X indicates the Committee Chair

No.	TPPC Member	2008 A&F	2010 A&F	2008 Clean Air & Mobility	2010 Clean Air&Mobility	2008 TIP Criteria	2010 TIP Criteria	2008 UPWP	2010 UPWP
Lead Staff Support:		Soolman		Morrison & Belcher		Morrison		Sullivan	
1	Adv Council	Adv Council	X	Adv Council	X	Adv Council	X	Adv Council	X
2	Bedford			Bedford	X	Bedford	X		
3	Boston			Boston	X	Boston	X	Boston	X
4	Braintree						X		X
5	MassDot-Secy	MassDot-Secy	X	MassDOT-Secy					X
6	Framingham	Framingham	X	Framingham	X			Framingham	X
7	Hopkinton	Hopkinton	X	Hopkinton	X			Hopkinton	X
8	MAPC	MAPC	X	MAPC	X	MAPC	X	MAPC	X
9	MassDOT-Hwy				X	MassDOT-Hwy		MassDOT-Hwy	
10	MassDOT	MassDOT					X	MassDOT	
11	Massport	Massport			X	Massport	X		
12	MassDOT-MBTA	MassDOT-MBTA	X	MassDOT-MBTA	X				
13	MBTA Adv Brd	MBTA Adv Brd	X						X
14	Newton		X	Newton	X			Newton	X
15	Somerville					Somerville	X	Somerville	X
Totals			8		10		8		10

Draft Amendment Three

FFYs 2010 - 2013 TIP FFY 2010

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

Indicates a project moved out to another TIP element (cost not reflected in total)

Indicates a new addition to the TIP (action taken as denoted)

Indicates a new funding category

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>
Boston	604761 South Bay Harbor Trail (construction)	\$3,080,000	\$770,000	\$3,850,000
Weymouth	114906 Route 53 (Washington Street)/Middle Street	\$1,820,656	\$455,164	\$2,275,820
		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region	Regionwide CMAQ Program	\$1,600,000	\$400,000	\$2,000,000
		\$6,500,656	\$1,625,164	\$8,125,820
		<i>Minimum CMAQ Regional Target</i>		<i>\$0</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 Four of Six	\$5,600,000	\$1,400,000	\$7,000,000
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4, Year Two of Six	\$8,000,000	\$2,000,000	\$10,000,000
		\$13,600,000	\$3,400,000	\$17,000,000

Surface Transportation Program

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Danvers/Peabody	87612 Route 128 at Route 35 and Route 62	\$7,360,000	\$1,840,000	\$9,200,000
Lexington	602133 Intersection Improvements at Route 2A and Waltham St	\$1,289,560	\$322,390	\$1,611,950
Everett, Boston	602382 Route 99 (Broadway)	\$2,771,088	\$692,772	\$3,463,860
Weymouth, Rockland	604510 East-West Parkway	\$10,400,000	\$4,600,000	\$15,000,000
		\$21,820,648	\$7,455,162	\$29,275,810

Draft Amendment Three

FFYs 2010 - 2013 TIP FFY 2010

Highway Safety Improvement Program (HSIP) Project

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Danvers/Peabody 87612 Route 128 at Route 35 and Route 62	\$3,867,039	\$429,671	\$4,296,710
Highway Safety Improvement Program Total	\$3,867,039	\$429,671	\$4,296,710
		<i>Minimum HSIP Regional Target</i>	\$4,296,710

Total Regional Target Programming \$56,698,340
Boston Region MPO Regional Target with State Match \$56,607,514

FEDERAL AID NON-TARGET PROJECTS

American Recovery and Reinvestment Act of 2009

	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Arlington, Cambridge, Somerville 605372 Minuteman Connector	\$3,600,000		\$3,600,000
Bellingham 602493 Pulaski Blvd	\$12,982,190		\$12,982,190
Boston Resurfacing on Federal Aid Roads within Boston	\$21,500,000		\$21,500,000
Boston, Newton, Watertown 605662 Nonantum Rd Improvements	\$7,926,360		\$7,926,360
Boston Region Massachusetts Emergency Transportation Fiber Optic Network	\$1,700,000		\$1,700,000
Boston Region Key Bus Route Investment (flex money to MBTA)	\$10,000,000		\$10,000,000
Braintree 602027 Resurfacing of Route 37	\$2,700,000		\$2,700,000
Brookline Dean Road Bridge Rehabilitation (flex money to MBTA)	\$785,577		\$785,577
Cambridge Red Line Floating Slab Repair (flex money to MBTA)	\$3,526,123		\$3,526,123
Danvers/Peabody 605383 Resurfacing of Route 114	\$3,300,000		\$3,300,000
Framingham, Natick 604991 Route 9	\$12,500,000		\$12,500,000
Lynn 605670 Blossom Street Ferry Terminal (flex money to transit)	\$0		\$0
Lynnfield, Wakefield 605756 Improvements at Walnut St and I-95 and Salem St and Audubon Road and I-95	\$6,718,955		\$6,718,955
Medford 605122 Clippership Drive	\$1,000,000		\$1,000,000
Norwood 604916 Pleasant St at Morse St	\$1,151,600		\$1,151,600
Quincy 604664 Quincy Center Concourse, Phase II	\$7,197,469		\$7,197,469
Quincy 605968 Quincy Center Concourse, Phase II (Demolition)	\$1,026,150		\$1,026,150
Revere Wonderland Station Garage (flex money to MBTA)	\$22,700,000		\$22,700,000
Somerville 605680 Assembly Square Access Improvements	\$15,205,910		\$15,205,910
Somerville 603288 Reconstruction of Washington St	\$1,750,000		\$1,750,000
Winchester Wedgemere Commuter Rail Accessibility Enhancement (flex money to MBTA)	\$2,000,000		\$2,000,000
American Recovery and Reinvestment Act Total	\$139,270,334		\$139,270,334

Draft Amendment Three

FFYs 2010 - 2013 TIP FFY 2010

2004 Ferry Boat Discretionary Commuter Ferry	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Winthrop Winthrop Ferry Improvements Construction	\$264,232	\$66,058	\$330,290
2005 Ferry Boat Discretionary Ferry Infrastructure	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Winthrop Winthrop Ferry Improvements Construction	\$208,167	\$52,042	\$260,209
Eastern Federal Lands Highway Division	<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Minuteman National Park (Concord) Pavement Management Project	\$230,000		\$230,000
High-Priority Projects Total			\$54,192,195

*Additional money to be provided from outside sources

**Project management by US Fish and Wildlife

National Highway System - Non Target

Dedham, Needham & Westwood 603206 Route 128 Improvement Program Contract 4	\$12,400,000	\$3,100,000	\$15,500,000
NHS Non Target Total	\$12,400,000	\$3,100,000	\$15,500,000

FEDERAL-AID BRIDGE PROJECTS

Bridge	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston 604388 Route 145 over Belle Isle Inlet	\$4,720,000	\$1,180,000	\$5,900,000
Framingham 604013 Fountain St over MBTA	\$3,120,000	\$780,000	\$3,900,000
Major Bridge Total			\$7,840,000
Advance Construction Bridge	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston 604517 Chelsea Street Bridge	\$9,200,000	\$2,300,000	\$11,500,000
Boston 603370 Route 99 (Alford Street) over Mystic River	\$7,200,000	\$1,800,000	\$9,000,000
Lynn & Saugus 26710 Route 107 (Fox Hill) Bridge, Year Four	\$6,880,000	\$1,720,000	\$8,600,000
Advance Construction Bridge Total			\$23,280,000
Special Bridge Program	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Littleton 604841 Taylor Street over I-495	\$18,240,000	\$4,560,000	\$22,800,000
Maynard 603658 Route 27 over the Assabet River	\$5,040,000	\$1,260,000	\$6,300,000
Special Bridge Total			\$18,240,000

**Public Comments on Draft Amendment Three to the FFYs 2010-2013 TIP
(February 3, 2010)**

Date	Affiliation/Name	Comment	MPO Action
1/8/2010	James M. Marsh, Director, Office of Economic and Community Development, City of Lynn	Requests that the intersection improvements for Lynnfield Street/ Millard Avenue/ Parker Hill/ Den Quarry project be placed on the federal fiscal year (FFY) 2010 or 2011 element of the 2010-2013 TIP. The state-controlled intersection continues to see a high volume of accidents. The state requested that the city of Lynn begin the process of remedying this intersection in 2003, and the project has progressed and is now 100% designed by the city.	
1/22/2010	State Senator Patricia D. Jehlen	Expresses support for the inclusion of the Wedgemere Station accessibility improvements in the TIP. The project would be a tremendous benefit to mobility impaired residents in and around Winchester. There has been a concerted effort for some time to advance this project and hopes it remains on the TIP.	
1/22/2010	Amelia O'Donnell	Expresses support for accessibility improvements to Wedgemere Station in Winchester. States that boarding the train is currently difficult as a fully able-bodied person due to the height above the platform. These accessibility improvements will help people who use wheelchairs as well as families with strollers, people who use walkers, etc. at this station.	
1/22/2010	maura_fredey@msn.com, Winchester resident	Expresses support of accessibility improvements to Wedgemere Station in Winchester. States that these are much-needed improvements which will benefit people with disabilities (using wheelchairs, walkers, canes), parents with strollers, travelers with wheeled luggage, and people wishing to take their bikes downtown.	
1/22/2010	Rebecca J. Vail, Winchester resident	Expresses support of accessibility improvements to Wedgemere Station in Winchester. Believes that public transportation be easily accessible to everyone, including individuals with disabilities, parents with strollers, travelers with wheeled luggage, and people wishing to take their bikes downtown.	
1/22/2010	ajsiciliano@comcast.net, Winchester resident	Expresses support of accessibility improvements to Wedgemere Station as well as repair of the main entrance to the Winchester Center stop, which has been closed altogether for many months. Believes that improvements at both stations will benefit individuals with disabilities (using wheelchairs, walkers, canes), parents with strollers, travelers with wheeled luggage, and people wishing to take their bikes downtown -- as well as pregnant commuters like herself.	
1/22/2010	Sharon & Kevin Moore	Express thanks for agreeing to fund the handicap accessibility project.	
1/22/2010	helenbabcock8@gmail.com	Expresses support for the renovations to Wedgemere Station in Winchester. States that it will help people with disabilities and also help people who want to take bikes on the train.	
1/22/2010	Nancy Dahm, Winchester resident	Expresses support for efforts to make Wedgemere Station in Winchester accessible to all potential riders.	
1/22/2010	L_Henshaw_uk@yahoo.com (Lara)	Expresses support of accessibility improvements to Wedgemere Station. States that navigating the station with both a double stroller and a wheelchair-bound elderly relative is arduous if not dangerous.	

**Public Comments on Draft Amendment Three to the FFYs 2010-2013 TIP
(February 3, 2010)**

1/22/2010	Jean & D. Scott Batty, Jr., Winchester resident	Expresses support for the Wedgemere Station accessibility project. States that their son uses a wheelchair and despite living a 1/2 block from the train station, he cannot get on the train. The project will allow their son to attend college in the Boston area and to seek employment in a major metropolitan area. It will also allow their family to be able to partake in the little things that so many take for granted, like catching a train to Fenway or attending the 4th of July fireworks. Expresses appreciation for all the hard work and for making the world accessible for all.	
1/22/2010	Philip Coonley, Winchester resident	Expresses support for making Wedgemere Station and other public facilities more accessible as they are the link between home, work, and recreational opportunities. States that none of us is able-bodied all the time or forever and is surprised that the lack of accessibility at Wedgemere Station has persisted so many years after the Disability Act. Asks that this barrier to mobility be removed.	
1/22/2010	Elizabeth Angelino	Expresses support of accessibility improvements to Wedgemere Station. States that these improvements will benefit individuals with disabilities (using wheelchairs, walkers, canes), parents with strollers, travelers with wheeled luggage, and people wishing to take their bikes downtown.	
1/22/2010	steveandrobin3@verizon.net	Expresses support for making Wedgemere Station in Winchester more accessible for users in wheelchairs, using canes and walkers, crutches, wheeling luggage, pushing strollers, wishing to take their bikes downtown, etc. States that this project supports being green and use of public transportation for everyone.	
1/22/2010	Susan Lewis, Winchester resident	Expresses support of accessibility improvements for Wedgemere Station in Winchester. These improvements will benefit not only individuals with disabilities (using wheelchairs, walkers, canes), but also parents with strollers, travelers with wheeled luggage, people wishing to take their bikes downtown, and others. Believes that many people in the neighborhood and community would greatly benefit from these improvements, and add their revenue to our mass transit system.	
1/22/2010	Lisa Gallagher	Expresses support of accessibility improvements for Wedgemere Station in Winchester.	
1/25/2010	Sandra Thompson, Board Co- Chairperson, Winchester Multicultural Network	Urges the Transportation Planning and Programming Committee to approve accessibility improvements for Wedgemere Station in Winchester. These improvements will benefit individuals with disabilities who might otherwise not be able to use the train.	
1/25/2010	Board of Selectmen, Town of Winchester	Express support for Amendment 3 to the 2010 element of the FFY 2010-2013 TIP. Believe it maximizes funding for regional transportation projects and addresses badly needed disability access to the Wedgemere commuter rail station in Winchester.	
1/26/2010	State Representative John V. Fernandes	Advocates for the Route 16 signalization improvement project in Milford to be added to the TIP as soon as possible. It would upgrade seven outdated and poorly coordinated intersection lights to facilitate the traffic flow of over 20,000 daily vehicular trips. The project would also provide the latest technology to allow emergency vehicles to proceed quickly during peak hours and improve traffic flow to reduce pollution. The project will soon reach 100% design submittal status and is the community's highest transportation priority.	
1/26/2010	Office@wmcn.org, Winchester Multicultural Network Board	Urges the Transportation Programming and Planning Committee to approve accessibility improvements for Wedgemere Station in Winchester. These improvements will especially benefit individuals with disabilities, those using wheelchairs, walkers, and canes who might otherwise not be able to use the train.	

**Public Comments on Draft Amendment Three to the FFYs 2010-2013 TIP
(February 3, 2010)**

1/26/2010	Rebecca Lynn Kurowski, B.S. Chemical Engineering ('97), M.S. Environmental Engineering ('98), J.D. ('08)	Expresses support to make Wedgemere station wheelchair and stroller accessible. States that it is a challenge to manage the stroller on the train steps on her daily commute to work in Boston with her 15 month old son and that she usually has to rely on a conductor or a friendly stranger for help.	
1/26/2010	Joanna Manikas, Winchester resident	Asks that the Transportation Planning and Programming Committee approve the Wedgemere Station accessibility project in Winchester on February 4.	
1/26/2010	Liz Darby, Winchester resident	Expresses support for making the Wedgemere train station in Winchester accessible to all passengers.	
1/26/2010	Marianne DiBlasi, Winchester resident	Expresses support for making the Wedgemere Train Station in Winchester accessible for all users. States that her physical disability makes it extremely difficult for her to get on the train, and that it usually requires physical assistance. These physical and emotionally humiliating conditions cause her to only use the train as a last resort.	
1/26/2010	Paul Manganaro, Winchester resident	Expresses support of the Wedgemere Station accessibility project in Winchester. He believes that the need to provide access to the station for all passengers is long overdue. States that approval of this project on February 4 would open new doors and give new opportunities to many of our residents.	
1/26/2010	Mary Murphy, RN, School Nurse, Lynch Elementary School	Expresses support for approval of the Wedgemere Station accessibility project in Winchester on February 4.	
1/26/2010	Cathy Boyle	Expresses support for approval of the Wedgemere Station accessibility project in Winchester on February 4. This project will benefit a wide range of people.	
1/26/2010	Brian Kurowski	Expresses interest in seeing the Wedgemere commuter rail station be made wheelchair accessible.	
1/26/2010	Ruth C. Young, Winchester resident	Expresses support for the TIP amendment that would add the Wedgemere Station to the American Recovery and Reinvestment Act funding category. This project will provide improved access to people with disabilities, children, the elderly, or even people carrying packages.	
1/26/2010	Jean Batty, Chair, Disability Access Commission	Requested that this video be played for TPPC members - http://www.youtube.com/watch?v=hldZ0T2vdcE .	
1/29/2010	Tony Centore	States that the TIP process does not provide objective project selection criteria. The TIP submittals provide a project listing and scores for several selection criteria, but the scores are never added up or used to compare similar projects against each other. Believes this weakens the project selection process and that projects are picked based on politics and not based on cost effectiveness, safety, economic or transportation improvement.	
1/29/2010	U.S. Representative Edward J. Markey	Urges the Transportation Planning and Programming Committee to support inclusion of the Wedgemere Commuter Rail Station Accessibility Improvement project in Amendment 3 of the FFY 2010 element of the FFYs 2010-2013 TIP. States that this project will improve accessibility for disabled passengers and ensure equal access to public transportation for all. Expresses gratitude to the Town of Winchester and Massachusetts Bay Transportation Authority (MBTA) for their efforts to resolve this issue.	

**Public Comments on Draft Amendment Three to the FFYs 2010-2013 TIP
(February 3, 2010)**

2/1/2010	mcwinchest@verizon.net	Expresses support to make accessibility upgrades to the Wedgemere Station. States that there is other badly needed work at both the Winchester train stations, including the platform and the tunnel.	
2/1/2010	Robert Quinn, Winchester resident	Expresses support for the accessibility improvements at Wedgemere Station. Believes that these improvements will benefit people with disabilities as well as everyone who uses the station, especially during the winter months. States that there is currently no way for wheelchair passengers to board trains in Winchester, which forces him to take his mother to Boston by car. States that accessibility improvements at Wedgemere station would also make it possible to connect to Anderson/Woburn and then on to New Hampshire and Maine, opening up all kinds of enjoyable outings not previously possible.	
2/1/2010	Nina Robins	Expresses concern that Wedgemere Station has not yet been made accessible to people with disabilities. Believes that all neighbors should have the right to move freely from home to work and other places. Expresses support for accessibility improvements at Wedgemere Station and at other public spaces.	
2/2/2010	Constance (Connie) M. McGrane, Esq.	Expresses support for accessibility improvements at Wedgemere Station. The project will improve access for people using wheelchairs and canes. Hopes that the TPPC votes favorably for the project on February 4.	
2/2/2010	Pam Reeve	Expresses support for the Wedgemere Station accessibility improvement project.	
2/2/2010	M. Alexandra Rohall, Sr. Manager, Medical Writing, Prometrika, LLC	Expresses support of the improvement of Wedgemere Station to include access for people with disabilities. The station serves the southern section of town and should be made accessible to residents and visitors with disabilities.	
2/2/2010	michelle.prior@ymail.com	Expresses support of the Wedgemere Commuter Rail accessibility enhancement in Winchester with American Recovery and Reinvestment Act funds. This project would increase accessibility for all users, including people with disabilities as well as parents traveling with children. The improvements would also benefit residents of West Medford and Arlington.	

2/2/2010	Catherine Bauer	Expresses support for accessibility improvements to Wedgemere Station in Winchester. States that these improvements will greatly benefit residents and other local individuals with disabilities (using wheelchairs, walkers, canes), parents with strollers, travelers with wheeled luggage, and people wishing to take their bikes downtown.	
2/2/2010	jon.gyory@gmail.com	Supports the effort to make Wedgemere handicap accessible and believes it is a good use of funds.	
2/2/2010	marilynmullane@verizon.net	Asks for the Wedgemere Station accessibility improvements to be made a priority.	
2/2/2010	Dennis E. Harrington, Planning Director, City of Quincy	Commends the Transportation Planning and Programming Committee for their swift action to program several important highway and transit projects under the American Recovery and Reinvestment Act (ARRA) in the TIP. Believes that the projects are critical for job creation in the Boston region. Looks forward to working with the Massachusetts Department of Transportation (MassDOT) on the Quincy Center Concourse Phase II project, currently programmed with ARRA funds in the FFY 2010 element of the FFYs 2010-2013 TIP.	

**Public Comments on Draft Amendment Three to the FFYs 2010-2013 TIP
(February 3, 2010)**

2/2/2010	Jean Z. Batty, Chair, Disability Access Commission	Requests support of \$2 million in funding necessary to provide access at Wedgemere Station. States that Winchester currently has two of the three inaccessible stations on the Lowell commuter rail line. Believes that the improvements at Wedgemere Station will benefit Winchester residents and surrounding communities, and allow individuals with disabilities access to public transportation to fulfill employment and medical needs.	
2/2/2010	Laura Wiener, Chair, Regional Transportation Advisory Council	Expresses support for the Massachusetts Department of Transportation's (MassDOT's) willingness to flex highway funds to transit, but expresses concern with the process by which projects are recommended by MassDOT for funding through the American Recovery and Reinvestment Act (ARRA). Believes that the selected maintenance and improvement projects will improve public confidence in the system and hopes it will encourage more people to use its services. Also believes that despite the extraordinary circumstances created by ARRA deadlines, distributing proposed amendments at the Transportation Planning and Programming Committee meeting prevents the Advisory Council from providing public input to the process. States that this practice demonstrates a lack of respect for the MPO planning process. Asks that the practice of making late submittals be stopped, and that future information be provided in a timely manner. Suggests that a list of the universe of projects along with project information also be provided to members and the public prior to meetings in order to make the process more transparent.	
2/3/2010	Susan Vogt	Expresses support for the Wedgemere Station Accessibility Improvement project. Believes that the project will encourage a spirit of inclusiveness in the community and enable physically impaired, elderly, and wheel-chair bound citizens to fully participate in the town and have access to other locations in Boston.	
2/3/2010	Ragnhild Bairnsfather, Winchester resident	Expresses the importance of making Wedgemere Station in Winchester fully accessible to all of its citizens.	
2/3/2010	Kathryn Frisoli	Expresses support for the Wedgemere Station Accessibility project in Winchester.	
2/3/2010	James Gillooly, City of Boston	Requests that \$2.2 million for the design of the North Washington Street Bridge in Boston be included in the TIP. States that \$1,760,000 in funds will come from an existing HPP Earmark that totals \$4.0 million, and \$440,000 will come from a City of Boston match. The North Washington Street Bridge construction costs are included in the recently amended RTP. Also notes that the bridge is along the designated Hazmat Route through the City and is the main I-93 alternative for crossing the Charles River.	
2/3/2010	Marlene Nalbandian, Cocoa Express LLC	Expresses support for making Wedgemere Train Station handicap accessible. States that she manages Cocoa Express LLC, which rents the train waiting building from the Town of Winchester, and believes that the public needs a fully accessible station for their convenience.	



James M. Marsh
Director

OFFICE OF ECONOMIC & COMMUNITY DEVELOPMENT

City Hall, Room 311

Lynn, Massachusetts 01901

781-586-6770 • Fax 781-477-7026 • www.lynndevelopment.com

January 8, 2010

David Mohler, Chairman
Transportation Planning and Programming Committee, Boston MPO
c/o Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02166

JAN 15 2010

Dear Chairman Mohler

I am writing to respectfully request the intersection improvements for Lynnfield Street / Millard Avenue / Parker Hill / Den Quarry project be placed on the Transportation Improvement Program (TIP) for FY 2010 or FY 2011. The Inner Core Committee of the Metropolitan Area Planning Council has identified this project as a priority. For your information, the project number is 604651.

This Mass Highway controlled intersection continues to see a high volume of accidents primarily stemming from three residential streets converging into a high volume roadway (Lynnfield Street Route 129). Vehicular traffic entering Route 129 from these streets attempt to do so not only into fast flowing traffic, but also simultaneously resulting in a high level of frustration. Drivers are often left with no other option but to compete with each other to enter the main flow of traffic resulting in a variety of accidents.

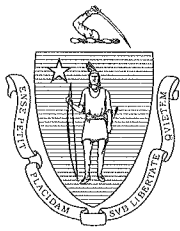
As you may know, some time ago the State requested that the City of Lynn take action to begin the process of remedying this State intersection. As such, and as requested in Mass Highway correspondence in 2003, the project progressed and is now 100% designed by the City.

I urge the MPO to vote to place this important project on the FY 2010 or FY 2011 TIP. Should you have any questions, please don't hesitate to contact me.

Sincerely,

James M. Marsh

c: Mayor Judith Flanagan Kennedy
State Delegation
Councilor Wayne Lozzi
Commissioner Jay Fink



COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE

STATE HOUSE, BOSTON 02133-1053

PATRICIA JEHLLEN

2ND MIDDLESEX DISTRICT
MEDFORD, SOMERVILLE,
WINCHESTER AND WOBURN

ROOM 513, STATE HOUSE
OFFICE TEL: (617) 722-1578
FAX: (617) 722-1117

E-Mail: Patricia.Jehlen@state.ma.us

CHAIR

Committee on Elder Affairs

VICE CHAIR

Municipalities & Regional Government

MEMBER

Children, Families and People with Disabilities

Healthcare Financing

Municipalities & Regional Government

Steering & Policy

January 22, 2010

Hayes Morrison
TIP Manager
Boston MPO
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

JAN 29 2010

Dear Mr. Morrison,

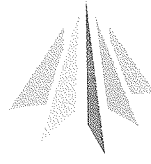
I am writing to offer my comments on the proposed Wedgemere Station improvements in the revised TIP. I am very glad that improving accessibility at the Wedgemere Station has been included. I have a constituent who has a child in a wheel chair who uses this station. Making the station accessible would be a tremendous benefit to her and to any other mobility impaired residents in and around Winchester.

There has been a concerted effort for some time to get this much needed accessibility improvement for the station and I am very grateful to the MPO for including it in the revised TIP. It is my sincere hope that this project will remain on the TIP and that these station improvements can proceed in a timely manner.

Thank you for your attention in this matter. If you have any questions, or if I can be of any further assistance, please do not hesitate to contact me.

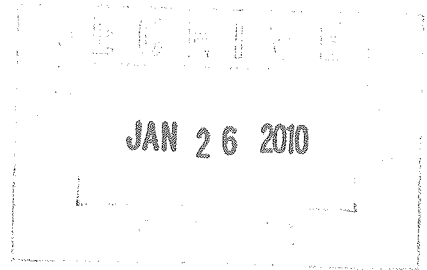
Best wishes,

Patricia D. Jehlen
State Senator



WINCHESTER
MULTICULTURAL
NETWORK

We Educate, Advocate, and Respond



January 25, 2010

To Whom It May Concern:
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Place
Suite 2150
Boston, MA 02116

The Winchester Multicultural Network Board urges the Transportation Programming and Planning Committee of the Boston Region Metropolitan Planning Organization to approve accessibility improvements for Wedgemere Station in Winchester.

Our organization advocates for respect, equal rights, and justice for all individuals, regardless of race, gender, ethnicity, religion, ideology, socio-economic status, health, sexual orientation, gender identity, age, or physical ability. These improvements will especially benefit individuals with disabilities—those using wheelchairs, walkers, and canes who might otherwise not be able to use the train or find it nearly impossible to get up the stairs.

We hope you will give this important proposal the attention and support it deserves.

Sincerely yours,

Sandra Thompson
Board Co-Chairperson



Town of Winchester

Brian P. O'Connor, Chairman
James A. Johnson, III, Vice Chairman
Thomas R. Howley
Roger L. Berman
Forrest N. Fontana

Board of Selectmen
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505
townmanager@winchester.us

January 25, 2010

Mr. Jeffrey Mullan, Chair
Metropolitan Planning Organization
Transportation Building
10 Park Plaza, Suite 2150
Boston, Massachusetts 02116

JAN 27 2010

Dear Mr. Mullan:

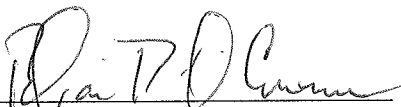
This letter formally expresses the Town of Winchester's support for inclusion of proposed Amendment 3 to the FFY 2101 element of the FFY 2010-2013 Transportation Improvement Program. As you know, the MPO's Transportation Planning and Programming Committee has recommended approval of the Amendment, which moves funding from one programmed activity to two others and modifies various highway project elements. We support this Amendment as a creative way to maximize funding for regional transportation projects. Furthermore, we strongly support the project at Wedgemere Station in Winchester, which would create badly needed disability access to this commuter rail station.

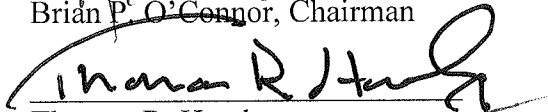
The Town of Winchester has been working closely with the MBTA on the Wedgemere project. We have received federal approval to implement modified (mini-high) access at this station as well as a commitment from the MBTA to design the project with available capital funds.

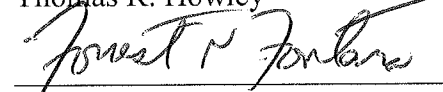
Thank you for your consideration.


Sincerely,

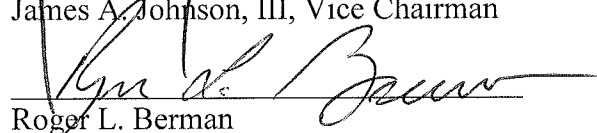
Winchester Board of Selectmen


Brian P. O'Connor, Chairman


Thomas R. Howley


Forrest N. Fontana


James A. Johnson, III, Vice Chairman


Roger L. Berman

COMMITTEES

EDWARD J. MARKEY
7TH DISTRICT, MASSACHUSETTS

2108 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-2107
(202) 225-2836

ENERGY AND COMMERCE
SUBCOMMITTEE ON
ENERGY AND ENVIRONMENT
CHAIRMAN

SELECT COMMITTEE ON
ENERGY INDEPENDENCE AND
GLOBAL WARMING
CHAIRMAN

NATURAL RESOURCES

Congress of the United States
House of Representatives
Washington, DC 20515-2107

DISTRICT OFFICES:

5 HIGH STREET, SUITE 101
MEDFORD, MA 02155
(781) 396-2900

188 CONCORD STREET, SUITE 102
FRAMINGHAM, MA 01702
(508) 875-2900

<http://markey.house.gov>

January 29, 2010

Mr. Jeffrey Mullan
Secretary, Massachusetts Department of Transportation (MassDOT)
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

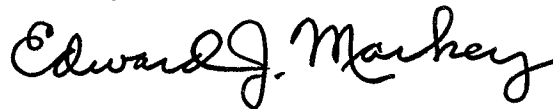
Dear Secretary Mullan,

As you are aware, the Town of Winchester is planning to install mini-high platforms at its Wedgemere Commuter Rail Station to improve accessibility for disabled passengers. As Winchester's Representative in Congress, I am pleased that this issue is being addressed and remedied in a timely manner, and commend the Town and Massachusetts Bay Transportation Authority (MBTA) on ensuring equal access to public transportation for all.

As such, I write to urge you to support inclusion of this project – Amendment 3 – on the FFY 2011 element of the FFY 2010 – 2013 Transportation Improvement Program (TIP). The Metropolitan Planning Organization's (MPO) Transportation Planning and Programming Committee has, as you know, recommended approval of this funding, and I join this committee and the Town in recommending its inclusion on the annual TIP. The installation of these mini-high platforms is critical to addressing much-needed accessibility, and I look forward to partnering with you on seeing this project to its completion.

Thank you for your quick attention to this matter. If you have any questions or require more information, please do not hesitate to contact Matt Harutunian of my Medford District Office at (781) 396-2900 or via email at Matt.Harutunian@mail.house.gov.

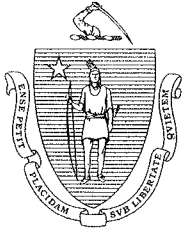
Sincerely,



Edward J. Markey

EJM/mh

Cc: Mr. Jefferson Smith, MassDOT; Mr. Guy Bresnahan, MassDOT; Ms. Hayes Morrison, Boston MPO; Mr. Gary Talbot, MBTA; Mr. Melvin Kleckner, Town of Winchester; Board of Selectmen, Town of Winchester; Ms. Jean Batty, Winchester Disability Access Commission



Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON, MA 02133-1020

JOHN V. FERNANDES
REPRESENTING
MILFORD • MENDON • HOPEDALE

STATE HOUSE, ROOM 136
TEL: (617) 722-2396
FAX: (617) 722-2819
Rep.JohnFernandes@state.ma.us

FEB 1 2010

Committees on:
Transportation
Judiciary
Elder Affairs

DISTRICT OFFICE:
12 MAIN STREET
MILFORD, MA 01757
TEL: (508) 473-3063

January 26, 2010

Boston Region Metropolitan Planning Organization
10 Park Plaza
Suite 2150
Boston, MA 02116

To Whom It May Concern:

I am writing to strongly advocate for the proposed Route 16 signalization improvement project (ID# 603867) in Milford to be added to the TIP list as soon as possible. There are many economical, environmental and public safety reasons why I am advancing for the Route 16 signal project to be included on the official TIP list. First of all, this specific corridor has seven outdated and poorly coordinated intersection lights that require immediate upgrading in order to facilitate the traffic flow of over 20,000 daily vehicular trips, protect hundreds of pedestrians in the downtown area and ensure full compliance with the Americans with Disabilities.

Since Route 16 is a major regional connector route, the often problematic arrangement of intersection lights is woefully insufficient to deal with current and projected increases in traffic flow, causes unnecessary and counterproductive traffic jams and creates avoidable pollution. The seven intersection lights, due to their current positions and their outdated technology, have resulted in major accidents, pedestrian mishaps and vehicular collisions with the intersection poles on a regular basis. The seven intersection lights do not possess the latest technology necessary to allow first-responders to proceed quickly through during peak hours, which represents a major public safety concern for the entire region in the event of a major calamity.

Secondly, the community will soon reach 100% design submittal status, has been fully cooperative with MassHighway officials and considers this project to be its highest transportation priority. The community's ongoing commitment is especially important in light of the numerous regional benefits directly linked to completion of the Route 16 signal upgrades. The Route 16 signal improvement project is readily feasible and affordable because it does not add lanes of traffic, but it implements the latest technology to deal with the ebb and flow of 20,000 daily vehicle trips, provide for safe passage of disabled pedestrians and dramatically reduce carbon emissions in an area designated as an environmental justice area/ population area.

I fully realize the limited amount of annual funding that can be distributed to tackle TIP projects, but the Route 16 signal improvement project provides very tangible and long-term regional merits for encouraging greater economic development, enhancing public safety on many fronts and significantly reducing pollution. I urge you to place this project on the TIP list and proceed forward with advertising as soon as possible.

Very truly yours,



John V. Fernandes
State Representative
10th Worcester District

JVF:krw



Department of Planning and Community Development
1305 Hancock Street, Quincy, Massachusetts 02169
Tel. (617) 376-1362 FAX (617) 376-1097
TTY /TDD (617) 376-1375



DENNIS E. HARRINGTON
Director

THOMAS P. KOCH
Mayor

February 2, 2010

Jeffrey Mullan
Secretary and Chief Operating Officer
Massachusetts Department of Transportation
Chair, Boston Region MPO
10 Park Plaza, Suite 2150
Boston MA 02116-3968

FLS - 2 2010

RE: Draft Amendment 3 to the FFY 2010-2013 Transportation Improvement Program

Dear Secretary Mullan:

The City of Quincy would like to comment on the draft amendment to the FFY 2010-2013 Transportation Improvement Program (TIP). It is our understanding that this amendment allows for the addition of several highway and transit projects funded under the American Reinvestment and Recovery Act in the 2010 element of the FFY 2010-2013 TIP.

The City of Quincy commends the Boston Region Metropolitan Planning Organization's swift action to program these very important transportation projects, which are critical for job creation in the Boston region.

We are also pleased that the Quincy Center Concourse Phase II project is the recipient of ARRA funding, and continues to remain programmed in the FFY 2010 element. We look forward to working with the Massachusetts Department of Transportation as this project moves forward towards construction.

Please feel free to contact me at (617) 376-1363 should you have any questions.

Sincerely,

Handwritten signature of Dennis E. Harrington in black ink.
Dennis E. Harrington,
Planning Director



Town of Winchester

Disability Access Commission
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505

February 2, 2010

David J. Mohler, Chair
Transportation Planning and Programming Committee
Boston Region MPO
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler,

I am writing in my official capacity as Chair of Winchester's Disability Access Commission. As a Commission, one of our top priorities is improving public transportation for individuals with disabilities. Winchester currently has two inaccessible train stations; two of the three inaccessible stations on the Lowell line. Wedgemere is located in the middle of the three inaccessible stations on this line. Improving Wedgemere will benefit not just Winchester residents, but surrounding communities as well. Individuals with disabilities need access to public transportation especially for employment and medical reasons.

Our Commission respectfully requests support of \$2M of funding necessary to provide access at Wedgemere Station.

Sincerely,

Jean Z. Batty
Chair
Disability Access Commission

REGIONAL TRANSPORTATION

ADVISORY COUNCIL



February 2, 2010

David Mohler, Chair Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building, 10 Park Plaza, Suite 4150
Boston, MA 02116

RE: Draft Amendment 3 to the 2010 Element of the FFYs 2010-2013 TIP

Dear Mr. Mohler,

The Regional Transportation Advisory Council (Advisory Council) is an independent group of citizen and regional advocacy groups, municipal officials, and agencies charged by the Boston Region Metropolitan Planning Organization (MPO) with providing public input on transportation planning and programming to the MPO.

The Advisory Council continues to support the Massachusetts Department of Transportation's (MassDOT) willingness to flex highway funds to transit, specifically, in this amendment, for MBTA maintenance and improvement projects. We expressed concern about the growing backlog of MBTA maintenance projects in our original comment letter on the FFYs 2010-2013 TIP, and the recent MBTA Review heightened our concerns. Funding critical maintenance projects promotes safety, mobility improvements, and modal split balance, which are among the Advisory Council's priorities for TIP development. It also improves public confidence in the system, which we hope will encourage more people to use its services.

We continue, however, to be very concerned with the process by which projects are recommended by MassDOT for funding through the American Recovery and Reinvestment Act (ARRA) program. While we understand the extraordinary circumstances created by ARRA deadlines, the Advisory Council believes that by distributing the proposed amendments at the Transportation Planning and Programming Committee meeting, the Council is unable to provide the public input to the process that is our charge. This practice demonstrates a lack of respect for the MPO planning process. Amendments should be circulated with sufficient time and explanation prior to the meeting for the MPO to make informed and considered recommendations. We ask that you stop the practice of making late submittals, and provide this information in a timely manner. In addition, in order to make the process more transparent, a list of the universe of projects being considered, along with information about their scope, status, and costs should be provided to board members and the public ahead of time. The process as it does not provide a sufficient opportunity for public input.

Sincerely,

Laura Wiener, Chair

Providing transportation policy advice to the Boston Region Metropolitan Planning Organization

State Transportation Building • Ten Park Plaza, Suite 2150 • Boston, Massachusetts 02116-3968
Tel. (617) 973-7100 • Fax (617) 973-8855 • TTY (617) 973-7089 • ctps@ctps.org

Sean Pfalzer

From: "Gillooly, James" <James.Gillooly@cityofboston.gov>
Sent: Wednesday, February 03, 2010 1:33 PM
Subject: RE: interim report-public comments
 The City of Boston requests the inclusion of \$2.2 Million for the design of the North Washington Street Bridge. \$1,760,000 from an existing HPP Earmark (earmark totals \$4.0) and \$440,000 from City of Boston match.

The North Washington St. Bridge construction costs are included in the recently amended RTP.

This bridge is along the designated Hazmat Route through the City and is the main I-93 alternative for Crossing the Charles River.

James Gillooly

One City Hall Plaza

Boston, MA 02201

Tel: 617-635-3843

Fax: 617-635-4295

James.Gillooly@cityofboston.gov

From: Pam Wolfe [mailto:pamwolfe@ctps.org]
Sent: Tuesday, February 02, 2010 4:45 PM
To: Cosgrove, Joe; Esty, Ginger; Kadzis, Thomas; mary pratt; Gallagher, Jim; Gillooly, James; dkoses@newtonma.gov; edward.silva@fhwa.dot.gov; Chong, Michael A.; Tom Bent; chavens@newtonma.gov; Reed, Richard; William.Gordon@fta.dot.gov; cleiner@massport.com; Dantas, AICP, Lourenco; Ronald Morgan; dgiombetti@rcn.com; Draisen, Marc; lwiener@town.arlington.ma.us; mlambert@somervillema.gov; Bourassa, Eric; jcsullivan@braintreema.gov; Stickney, Christine; bkane@mbtaadvisoryboard.org; richardw@town.bedford.ma.us; Paul Regan; Larrabee (W), Schuyler; Arnie J. Soolman; Karl Quackenbush; Pam Wolfe; Anne McGahan; david.mohler@state.ma.us; steve.woelfel@state.ma.us; john.romano@state.ma.us; mcallahan@ctps.org; Sean Pfalzer; hayesm@ctps.org; mesullivan@ctps.org; Bench, Clinton (MHD); Bain, Rachel (EOT); Guenard, Mark (EOT); Pearson, Karen; William Tuttle; Baecker, Jim; Ciaramella, Pat; Hebert, Roland; Beverly Woods; Geri@hopkinton.org; jterlizzi@mvpc.org; Akomornick@mvpc.org; david.cash@state.ma.us; Kate Wall; Maureen Kelly; Efi Pagitsas; ddizoglio@mvpc.org; Peterson, Scott; MLamboy@ci.somerville.ma.us; ckilmer@ocpcrpa.org; Ed Carr; RyanR@canntran.com; Liz Moore; Rob May; mcusack@braintreema.gov; Cathy Buckley; Alicia Wilson; Lynn Ahlgren; john.englert@eot.state.ma.us; sharon.wason@state.ma.us; patricia.leavenworth@state.ma.us; frank.suszynski@state.ma.us; connie.rafael@state.ma.us; arthur.frost@state.ma.us; ann.sullivan@state.ma.us; pamela.haznar@state.ma.us; timothy.kochan@state.ma.us; helmut.ernst@state.ma.us; david.anderson@state.ma.us; marie.rose@state.ma.us; Michael Chong
Subject: interim report-public comments

Dear Members, Here is an interim report on public comments received to date. We will send out a final

Cocoa Express LLC
Marlene Nalbandian, Manager
Cocoa Express Café
Wedgemere Train Station
42 Bacon Street
Winchester, MA 01890

February 2, 2010

To: Hayes Morrison,
Transportation Improvement
Program Manager

RE: Wedgemere Station Accessibility Project in Winchester/TPPC Vote

Dear Hayes Morrison,

As the manager of Cocoa Express LLC, which rents the train waiting building from the Town of Winchester, I am writing with respect to TPPC vote of approval to making the Wedgemere Train Station Handicapped Accessible.

I rent the building located on the inbound platform side at this station. It is open to the public. I am advocating for allocation of funds from this project towards any improvements to be made for accessibility to all for entering into this building and for accessibility to all for use of toilet facilities, inside the building. The public needs a fully accessible station for their convenience.

I look forward to hearing from you on this matter. I thank you, in advance, for your consideration on this matter. I will forward a copy of this letter to your email as well by postal mail.

Sincerely,

Marlene Nalbandian
Cocoa Express LLC
Cocoa Express Café
cocoaexpresscafe@yahoo.com
(C) 978-808-8343

Hello,

I'm writing to express my support for accessibility improvements to Wedgemere Station in Winchester. Even as a fully able-bodied person, I've had difficulty boarding the train due to the height above the platform. People who use wheelchairs cannot board the train at this station, and accessibility improvements would help lots of others as well, such as families with strollers, people who use walkers, etc. Thank you!

Sincerely,
Amelia O'Donnell

maura_fredey@msn.com

Re: Wedgemere Station

I am a Winchester resident writing to you in support of accessibility improvements for Wedgemere Station in Winchester...These are much-needed improvements which will benefit people with disabilities (using wheelchairs, walkers, canes), parents with strollers, travelers with wheeled luggage, and people wishing to take their bikes downtown. Thank you.

becky_vail@yahoo.com

Re: Wedgemere Station

Hi,
I am writing in support of accessibility improvements for Wedgemere Station in Winchester. I feel that it is extremely important that public transportation be easily accessible to everyone, including individuals with disabilities, parents with strollers, travelers with wheeled luggage, people wishing to take their bikes downtown, etc.

Thank you for your attention to this public concern.

Rebecca J. Vail
5 Pine Street
Winchester, MA 01890

ajsiciliano@comcast.net

Re: Wedgemere Station/Winchester

To whom it may concern: I want to let you know as a resident of Winchester and daily

MBTA commuter, I am very much in support of accessibility improvements for Wedgemere Station, as well as repair of the main entrance to the Winchester Center stop, which has been closed altogether for many months.

Improvements at both stations will benefit individuals with disabilities (using wheelchairs, walkers, canes), parents with strollers, travelers with wheeled luggage, people wishing to take their bikes downtown, etc -- as well as pregnant commuters like myself!

Thank you for your consideration of this project.

L_Henshaw_uk@yahoo.com

Re: Wedgemere Station

I am writing to indicate my support of accessibility improvements for Wedgemere Station. As a regular user, the difficulty navigating the station with both a double stroller and a wheelchair bound elderly relative is arduous if not dangerous.

Kind regards,
Lara

sharonmsm@gmail.com

Wedgemere station, Winchester

Thank you for agreeing the fund the handicap accessibility project.
Sharon & Kevin Moore

ncdahm@mac.com

Re: Wedgemere Station

I support efforts to make Wedgemere Station in Winchester accessible to all potential riders.

Thank you,
Nancy Dahm
3 Everell Road
Winchester, MA 01890

helenbabcock8@gmail.com

Re: Wedgemere Station

I am in favor of the renovations to Wedgemere Station in Winchester. It will help the handicapped and people with disabilities. It will also help people who want to take bikes.

battyfamily@verizon.net

Re: Wedgemere Station

Our family is writing to support the Wedgemere accessibility project. Our son uses a wheelchair and we live 1/2 block from the train station but he can't get on the train! Providing access will allow our son to attend college in the Boston area and to seek employment in a major metropolitan area. This goes a long way toward being self supporting! In addition, as a family we will be able to partake in the little things that so many take for granted like catching a train to Fenway or attending the 4th of July fireworks. Thank you so much for all the hard work you put into making the world accessible for all. With much appreciation!

Sincerely,
Jean & D. Scott Batty, Jr.
58 Bacon St.
Winchester, MA 01890

Coonley@verizon.net

Making Winchester's Wedgemere train station fully accessible

I live within a few hundred yards of the Wedgemere station and use the train often, but I am ashamed to say that it is only in the past year that I have become aware that the train is not accessible to anyone in a wheel chair. None of us is able bodied all the time or forever, so this lack of accessibility so many years after the Disability Act is a shock. Public facilities should be fully accessible, and none more so that transportation facilities since they are the link between home, work, and recreational opportunities. Please make removing this barrier to mobility a top priority for immediate action.

Philip Coonley , 33 Lloyd Street, Winchester, MA 01890

e_angelino@verizon.net

Re: Wedgemere Station

I would like to support accessibility improvements for Wedgemere Station.

These improvements will benefit individuals with disabilities (using wheelchairs, walkers, canes), parents with strollers, travelers with wheeled luggage, people wishing to take their bikes downtown, etc.

Thank you,
Elizabeth Angelino

steveandrobin3@verizon.net

Re: Wedgemere Station

Please give your support for making Wedgemere Station in Winchester, MA accessible for those in wheelchairs, those who use canes and walkers, crutches, those with wheeled luggage, parents with strollers, travellers who wish to take their bikes downtown etc. This is a vitally important project that supports our disabled, our aged, our guests/visitors and residents. This supports our being green and use of public transportation for everyone.

susan_kopman_lewis@yahoo.com

Re: Wedgemere Station

I am writing to express my support of accessibility improvements for Wedgemere Station in Winchester. These improvements will benefit not only individuals with disabilities (using wheelchairs, walkers, canes), but also parents with strollers, travelers with wheeled luggage, people wishing to take their bikes downtown, and others. Many people in my neighborhood and community more broadly would greatly benefit from these improvements, and add their revenue to our mass transit system.

Sincerely,
Susan Lewis
61 Church Street
Winchester, MA 01890

lisahernon@hotmail.com

Re: Wedgemere Station

I am writing to indicate my support of accessibility improvements for Wedgemere Station in Winchester. Thank you -

Regards,

Lisa Gallagher

Office@wmcn.org

Re: Wedgemere Station

The Winchester Multicultural Network Board urges the Transportation Programming and Planning Committee of the Boston Region Metropolitan Planning Organization to approve accessibility improvements for Wedgemere Station in Winchester.

Our organization advocates for respect, equal rights, and justice for all individuals, regardless of race, gender, ethnicity, religion, ideology, socio-economic status, health, sexual orientation, gender identity, age, or physical ability. These improvements will especially benefit individuals with disabilities those using wheelchairs, walkers, and canes who might otherwise not be able to use the train or find it nearly impossible to get up the stairs.

We hope you will give this important proposal the attention and support it deserves.

Please make Wedgemere station wheelchair and stroller accessible.

I commute to work in boston with my 15 month old son (who attends day care in the Tip O'Neill Federal building where I work). It is a daily challenge managing the stroller on the train steps, and usually I have to rely on a conductor or a friendly stranger for help.

Thank you.

Rebecca Lynn Kurowski
B.S. Chemical Engineering ('97)
M.S. Environmental Engineering ('98)
J.D. ('08)
Winchester, Massachusetts

Please ask for a TPPC Vote of approval on Feb 4 for the Wedgemere Station accessibility Project in Winchester!

Joanna Manikas
18 Mystic Valley Parkway
Winchester, MA

Hello

I want to express my support FOR making the Wedgemere train station in Winchester accessible to ALL passengers.

Liz Darby of Winchester
617-775-5663

Dear Mr. Morrison,

I am writing to express my support for making the Wedgemere Train Station in Winchester MA Accessible for All. I have been a Winchester resident for 42 years and I was born with a physical disability. I walk with crutches and can only get on the train with great difficulty and with the help of physical assistance. Under these distressing physical and emotionally humiliating conditions, I've only used the train as a last resort.

Please support the Amendment to the Transportation Improvement Program and provide accessibility to the Wedgemere Train Station in Winchester.

Regards,
Marianne DiBlasi
7 Conant Road #6
Winchester MA 01890

Dear Mr. Hayes,

My name is Paul Manganaro. I have been a resident of Winchester, Massachusetts since 1976 and I would like to voice my sincere support of the Wedgemere Station Accessibility Project in Winchester. The need to provide access to the station for ALL passengers is long overdue and a TPPC vote of approval for this project on February 4th would open new doors and give new opportunities to many of our residents. Thank you in advance for your consideration of this request.

Sincerely,
Paul Manganaro
11 Pilgrim Drive
Winchester, MA 01890

I feel it is very important for a TPPC vote of approval on Feb 4 for the Wedgemere Station Accessibility Project in Winchester, MA.

Sincerely,
Mary Murphy RN
School Nurse
Lynch Elementary School
10 Brantwood Rd.
Winchester, MA 01890

Hi,

I am writing to request a TPPC vote of approval on Feb 4 for the Wedgemere Station Accessibility Project in Winchester. This is an important project that will benefit a wide range of people.

Thank you for your attention in this matter,

Cathy Boyle

I live near the Wedgemere commuter rail station and am very interested in seeing it made Wheelchair accessible.

Thanks,
Brian Kurowski
2 Taft Circle
Winchester MA 01890

Dear Mr. Morrison,

This e-mail is to voice my support for the amendment that would add the Wedgemere Station to the American Recovery and Reinvestment Act funding category. I trust this will meet with the Planning Organization's approval on Feb. 4.

The Wedgemere Station has long been unavailable to anyone who could not manage the access to the train. This includes more than disabled people. It applies to children and the elderly or even people carrying packages.

Thank you for your attention,

Ruth C. Young

109 Skillings Road
Winchester, MA 01890

Dear Ms. Morrison,

I have been trying to coordinate letters of support for the accessibility improvements at Wedgemere Station (currently open for public comment—to be voted on by the TPPC on 2/4). I thought this link seemed most appropriate: <http://www.ctps.org:8181/share.html>.

Now I have been told that you are the best contact. Will you get letters of support that have been sent to the link noted above? Please see below for another letter that was sent to me directly.

Also enclosed is a 1-minute video that is worth more than 1000 words . . . <http://www.me.com/gallery/#100042>. Can this be played as public comment? I can get this to you on a DVD if that would be easier. Please let me know.

Here is a youtube link: <http://www.youtube.com/watch?v=hIdZOT2vdcE>

Thank you,
Jean Batty
Chair
Disability Access Commission
Winchester, MA 01890
781-570-2777

mcwinchest@verizon.net

Wedgemere Train Station

I support the effort to make accessibility upgrades at the Wedgemere Station, not to mention all the other work so badly needed at both our Winchester train stations, which are neglected (e.g., the remains of the ripped-out fencing sitting for more than 2 years now on the platforms) and crumbling before our very eyes (e.g., the tunnel at Wedgemere.)

bplosky@gmail.com

Re: Wedgemere Station

I support the accessibility improvements for Wedgemere Station. Not only are these important for the physically challenged, but they are important for the entire community and everyone who uses the station.

The current status of the station is deplorable and during the winter months it is rather unsafe for the average able bodied person, let alone someone who is disabled.

I am writing to you to ask for a favorable vote on February 4th. There is currently no way for wheelchair passengers to board trains in Winchester. I often take my mother and her wheelchair to Boston but I am forced to always do it by car. It would be simple and easy if we could just board at Wedgemere and go the two stops to Boston. The addition of a handicap ramp at Wedgemere would also make it possible to connect to Anderson/Woburn and then on to New Hampshire and Maine. This would open up all kinds of enjoyable outings for my mom.

A TPPC vote of approval on February 4th would aid many people in our community even if not yet wheelchair-bound. Boarding a train directly without climbing the very steep train steps would be wonderful.

Thank you for your consideration.

Robert Quinn
33 Grove Street
Winchester, Massachusetts

Dear Hayes Morrison:

Thank you for the opportunity to write and offer comments regarding the upcoming Feb 4 decision to make Winchester's Wedgemere train station accessible for everybody. I have been a Winchester resident since 2000 and am a disability studies doctoral student from the University of Illinois at Chicago. I was dismayed, but, not surprised to learn that there is even a question to make the station accessible for people with disabilities, in this case, I'm assuming wheelchair accessible. Unfortunately, disabled people have historically been made to feel inferior and to have to, at times, fight for equal rights that people without disabilities take for granted, boarding a train each day, for instance. However, I was also heartened that the issue seems to be given enough attention and consideration to allow residents to vote for accessibility.

I absolutely vote for accessibility for all people at the Wedgemere train station, as well as any other public place. Besides being physically inaccessible, having a train station that is deliberately not accessible to people who may travel by alternate means, is inaccessible attitudinally, as well. We are only limiting ourselves by not having all of our neighbors have to right to move freely from home to work and other places just like all of us enjoy each day. It would be our gross error to deny our neighbors and ourselves from the contributions that disabled people, like all people can make, when given the opportunity to pursue their goals and life activities. I am confident that the people of Winchester would like to promote an attitude of acceptance and respect for people with disabilities. An accessible train station would surely go a long way to reflect this message.

Thank you very much for your consideration and time to read this. I hope that the station becomes accessible for my neighbors.

Nina Robins

Dear Mr. Morrison,

I am a member of a devoted group of pedestrians who walk to the Wedgemere train station. As age comes, I recognize that more and more of us will be pleased to have an ADA compliant train station for our wheelchairs, canes, etc. I hope you will do the right thing and vote favorably for the program to modify the station. Accessibility is best for all of us.

We would appreciate a TPPC Vote of approval.

Thank you,

Constance (Connie) M. McGrane, Esq.
39 Grove St.
Winchester, MA 01890

Mr. Morrison:

I am writing to support a vote to APPROVE the Wedgemere Station Accessibility Project in Winchester. Thank you.

Pam Reeve

My husband, Steven Rohall, and I are Winchester residents and support the improvement of Wedgemere Station to include access for the physically challenged. This station serves the southern section of town and is widely used. It should be accessible to residents and visitors with disabilities. We ask that funding for improvements to the station be approved on February 4, 2010.

Regards,
Alex Rohall

M. Alexandra Rohall
Sr. Manager, Medical Writing
PROMETRIKA, LLC
725 Concord Ave.
Cambridge, MA 02138
(Direct) 617-844-0217

(Main) 617-868-2020 x217
(Facsimile) 617-868-2122
arohall@prometrika.com

michelle.prior@ymail.com

comment on Draft Amendment Three TIP FFY2010

I wish to state my public support for the new federal aid non-target project Winchester - Wedgemere Commuter Rail Accessibility Enhancement.

As a Winchester resident who uses the Wedgemere station to commute to Boston and to take my family in for cultural or sporting events, this change would help tremendously for parents who have children in strollers or just small children who have difficulty climbing onto the train.

Please fund this project!! It is a needed change for train riders of all ages and Wedgemere serves riders from Winchester, West Medford and Arlington so the benefits would accrue to residents of a few towns.

thank you,
Michelle Prior
16 North Gateway
Winchester

casey_bauer@yahoo.com

Re: Wedgemere Station

I am writing to express my support for accessibility improvements for Wedgemere Station in Winchester, MA. These improvements will greatly benefit our residents and other local individuals with disabilities (using wheelchairs, walkers, canes), parents with strollers, travelers with wheeled luggage, people wishing to take their bikes downtown, etc. We need this change in Winchester!

Thank you so much.
Catherine Bauer

Hayes,
I support you effort to make Wedgemere handicapped accessible. It is a good use of funds.

jon.gyory@gmail.com

marilynmullane@verizon.net

Accessible Train Access at Wedgemere Station

Please make this a priority!

Susan Vogt [mailto:vogt_susan@yahoo.com]

Please support the Wedgemere Station Accessibility program. We need to encourage a spirit of inclusiveness in our community, which means enabling our physically impaired, elderly, and wheel-chair bound citizens to fully participate in our town and in access to other locations in Boston.

Ragnhild Bairnsfather [<mailto:Randy@bfather.net>]

I live in Winchester and use the trains to Boston. I know how important access is to all our citizens. I hope you will vote to see that the station is fully accessible.

Ragnhild Bairnsfather
Winchester, MA

I support the Wedgemere Station Accessibility Project in Winchester.

Sincerely,
Kathryn Frisoli



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968
Tel. (617) 973-7100
Fax (617) 973-8855
TTY (617) 973-7089
www.bostonmpo.org

Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Arnold J. Soolman
Director, MPO Staff

The Boston Region MPO,
the federally designated
entity responsible for
transportation decision-
making for the 101 cities
and towns in the MPO
region, is composed of:

MassDOT Office of Planning and
Programming
City of Boston
City of Newton
City of Somerville
Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton
Metropolitan Area Planning Council
Massachusetts Bay Transportation
Authority Advisory Board
Massachusetts Bay Transportation
Authority
MassDOT Highway Division
Massachusetts Port Authority
Regional Transportation Advisory
Council (nonvoting)
Federal Highway Administration
(nonvoting)
Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE ~~January 21~~ February 4, 2010
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Arnold J. Soolman, CTPS Director
RE Work Program for: Long-Range Transportation Plan of the Boston
Region MPO

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization vote to approve the work program for Long-Range Transportation Plan of the Boston Region MPO in the form of the draft dated January 21, 2010.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Certification Requirements

CTPS Project Number
10101

Client
Boston Region Metropolitan Planning Organization

CTPS Project Supervisors
Principal: Karl Quackenbush
Manager: Anne McGahan

Funding
EOT §5303 3C Transit Planning Contract #MA-80-0004; MassHighway
PL/SPR 3C Highway Planning Contract #59796

IMPACT ON MPO WORK

This is MPO work and will be carried out in conformance with the priorities established by the MPO.

BACKGROUND

The Boston Region MPO is required by federal regulation to maintain a current Transportation Plan for the region. Under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a new Transportation Plan (Plan) is required every four years. Although the MPO adopted an Amendment to its last plan (JOURNEY TO 2030) in November 2009, the last full Transportation Plan was approved in June 2007. The Massachusetts Department of Transportation (MassDOT) is requesting that this Plan be adopted by the MPO by April 2011 to coincide with the regional transportation plan schedules of the Commonwealth's other MPOs.

OBJECTIVE(S)

The Transportation Plan serves as the guiding document for the Boston Region MPO through the year 2035. The Plan establishes the vision for the region and is used by the MPO in making decisions for the future. A public participation process will be conducted to involve the general public in its development. The product that will result from the process established by this work program will be a Transportation Plan that:

1. Provides multimodal, intermodal, and management and operations strategies to address the region's transportation needs
2. Addresses regional priorities such as system preservation, mobility, safety, security environmental justice, climate change, livability, and operations and management
3. Reflects the MPO's visions, policies and goals for the region
4. Guides Transportation Improvement Program development as the implementing document for the Plan
5. Fosters inter-agency cooperation and coordination
6. Is financially constrained to available and projected sources of revenue
7. Complies with all applicable environmental requirements for air quality conformity and greenhouse gases

WORK DESCRIPTION

The development of the new Long-Range Transportation Plan (LRTP) will continue through April 2011 and involve a majority of the groups within CTPS. Certification Activities, Information Technology and Services, Travel Model Analysis, Traffic Analysis and Design, Transit Service Planning, Graphics, Travel Model Development,

and Analytical Studies will all contribute to the final product. The Metropolitan Area Planning Council (MAPC) will produce the land-use and demographic estimates and ~~forecasts~~projections.

The work program will be carried out within four basic tasks, which both interrelate and provide the building blocks for later tasks. Documenting and understanding existing conditions and needs and gathering information from pertinent work conducted by others builds a foundation for the Plan. Developing and analyzing future scenarios; modeling transportation networks; articulating visions, policies, and goals; consulting with the public; and applying MPO project selection criteria will provide the MPO with information to develop the Plan's 2035 vision for the region and choose a set of projects and programs to accomplish it. This work will end with an endorsement of an LRTP for the region. The LRTP will be informed by a public outreach process that will include input from municipal, state, and federal officials, as well as interested groups and the public, and will continue the efforts to reach those who may not usually take part in the transportation planning process.

Task 1 Document Existing Conditions; Update Visions, Goals, and Policies; Review Current and No-Build Model Runs; and Conduct Public Reviews

In order to plan for the future, a review of existing conditions is necessary. The region will be divided into corridors based on inputs from the Congestion Management Process and the regional travel model in order to examine existing conditions, understand needs and plan solutions. The documentation will include a description of the MPO area as a whole and will then be divided into smaller corridors of the region based on travel patterns; it will include the region's existing demographic and land-use characteristics and the existing transportation system. The current visions, goals, and policies of the MPO will be reviewed to include updated requirements and MPO priorities, including climate change, livability and transportation operations and management to promote system efficiency.

MAPC developed projections for population, housing, and employment on a zonal basis through the year 2030 under its MetroFuture efforts. The ~~forecasts~~projections will be reviewed for any updates, coordinated with MassDOT Planning's projection updates, ~~refined~~extended to include projections through 2035, and then used in the regional travel model. In addition, other documents and studies will be reviewed and used for input into the development of the Plan.

Subtask 1.1 Document Existing Conditions

This task will begin with establishing corridors within the MPO area considering the travel patterns and the existing transportation system. Existing conditions outlined in the previous Plan will be reviewed and included at the regional level and in the appropriate corridors. This information will include descriptions of the MPO, the region, past and present demographic and land use conditions, and the existing transportation system. In addition, land use and transportation trends from 1990 to

the present will be reviewed, and a needs assessment for the region and corridors will be developed based on trends, projected travel demand, and issues stemming from planning topics such as mobility, system preservation, safety, and security. Information from previous and ongoing work will be used to develop the needs assessment, including the previous Plan, the MBTA's Program for Mass Transportation, the Congestion Management Process (CMP), environmental justice outreach, MPO studies, and special studies. This information will be summarized and presented for use in identifying projects and programs to be included in the recommended LRTP. Information that does not fit into particular corridors will be included in a description of the region as a whole.

Subtask 1.2 Review and Summarize Data and Tools Being Developed under Separate Work Scopes

Work is being performed under separate work scopes and projects that involve developing tools and information to be used as input into the development of the LRTP. Under one project, MAPC recently adopted a new land-use plan—MetroFuture. The MPO adopted this land-use as their preferred land-use in April 2008, and it was used in the development of the MPO's 2009 LRTP—JOURNEY TO 2030 Amendment. MAPC will review their projections, coordinate with MassDOT Planning, and determine if any changes are required for this new LRTP. Projections will be updated at the least through the year 2035.

Under the Regional Model Development work scope, CTPS is developing a Base Case (or current conditions) network for the year 2008 using the 2727 Transportation Analysis Zone (TAZ) Travel Model. In addition, CTPS will incorporate any changes to MAPC's MetroFuture demographic land use projections through 2035. Two model runs will be performed for the 2008 Base Case and the 2035 No-Build scenarios. The 2035 No-Build transportation network includes the 2008 Base Case transportation system, plus the projects that have been constructed since 2008, are currently under construction, have been advertised, or for which the MPO has programmed funds for construction in the first year of the FFY 2010 Transportation Improvement Program. The results of the 2008 Base Case scenario will be compared to the 2035 No-Build, and information will be broken down by corridor level. The results will be documented and presented for review to the Transportation Planning and Programming Committee.

Work is also being performed under the Congestion Management Process (CMP)(formerly the Mobility Management System (MMS)). The CMP monitors the performance of transportation facilities in the MPO area, including expressways, arterial roadways, intersections, transit, park-and-ride lots, high-occupancy-vehicle (HOV) lanes, and bicycle and pedestrian transportation. The monitoring provides the MPO with the most recent performance information, to be used in identifying needs and developing recommendations for action when congestion and other mobility deficiencies are found. This information will also be broken down by corridor level. Performance measures will be developed to measure congestion and

evaluate strategy effectiveness for relieving congestion in conjunction with our visions, goals, and policies. The performance measures will be used in developing the needs assessment for the corridors and region as a whole and will help the MPO determine if the project and program recommendations of the LRTP are being met. They will also help in identifying strategies for operating and managing the existing system through non-capital-intensive programs, including signal optimization, HOV lanes, demand management (parking management, telecommuting), and land-use strategies (transit-oriented development, smart growth).

Work is also proceeding under the MPO's ongoing environmental justice/regional equity work. Existing conditions and transportation needs for low-income and minority communities will be documented.

Numerous other studies and work being performed for the MPO, such as freight, transit and bicycle/pedestrian studies, and the Coordinated Human Services Transportation Plan will be used as resources and input into the LRTP. New requirements and studies regarding climate change, operations and management, and livability, and other plans and studies will be reviewed, and the public's comments on goals for the future of the region will be summarized. Inputs and other information from metropolitan planning organizations bordering the Boston Region MPO area will also be reviewed and incorporated into the development of the LRTP.

In addition, public comments received in the development of the previous JOURNEY TO 2030 Plan and its Amendments, as well as current outreach efforts undertaken as part of other MPO initiatives, MAPC's MetroFuture, and the Commonwealth's youMove Massachusetts statewide planning initiative will be used in reviewing the MPO visions and needs assessment for the region.

All of the above information will be reviewed and summarized and a needs assessment will be developed for each corridor and the region as a whole. The needs assessment will be presented to the Transportation Planning and Programming Committee as a starting point for discussion of future needs in the region.

Subtask 1.3 Update Visions, Goals and Policies

The existing visions, goals and policies developed by the MPO in previous Plans will be reviewed, and any changes resulting from current MPO priorities will be incorporated. They will be used in developing the goals and objectives developed as part of the Congestion Management Process. Specific measurable performance measures for implementing the policies of the Plan will begin to be developed as part of this Plan process and the CMP process and will continue to be implemented upon the Plan's completion. Other information, including the core themes of the youMove Massachusetts planning effort and information from the MassDOT's Office of Performance Management and Innovation's ScoreCards for measuring performance of the system, will also be used. The MPO's performance measures will be used in monitoring the Plan's implementation after adoption, as well as in

monitoring the implementation of other documents that will be developed in the future.

Subtask 1.4 Public Review

A public-involvement plan will be developed and reviewed with the Transportation Planning and Programming Committee. The general public will be notified of the development of the LRTP, its schedule, and its public-participation process, as well as surveyed for their input through *TRANSREPORT* and the MPO's e-mail listserve, which goes to the general public, local officials, chambers of commerce, legislators, and print media in the region. In addition, MPO Open Houses and other outreach activities to bring together key constituencies will be scheduled. Staff will also seek to attend regularly scheduled meetings of organizations with transportation interests.

Plan products will be presented to the Regional Transportation Advisory Council, the MAPC subregions, environmental justice advocates, bordering MPOs, and members of the general public for their input throughout the process.

Products of Task 1

- Draft chapters on the existing and future land-use conditions
- Updated MPO goals, policies, and visions
- Presentation of the results of 2008 and 2035 No-Build model data
- A written summary of other work being conducted that will be used as input into the development of the LRTP
- Needs Assessment for each corridor and for the region as a whole
- Performance measures for determining if recommendations from the LRTP are being met
- A written summary of comments received from other studies and from outreach regarding the public's ideas and goals for the future of the region
- Comments from the Regional Transportation Advisory Council, the MAPC subregions, environmental justice advocates, and the public through *TRANSREPORT*, the MPO website, MPO Open Houses, and other outreach activities

Task 2 Develop and Analyze Alternative Future Scenarios

After the documentation of the current transportation system, the projection of the future of the system using a 2035 No-Build scenario, and the identification of needs, the Transportation Planning and Programming Committee will develop additional transportation networks for analysis. These networks will be informed and shaped by public input, the visions, policies, and goals of the MPO, information from data collected and summarized under Task 1, and projections of future transportation revenues.

Subtask 2.1 Develop a Projection of Future Transportation Revenues Available from Current Sources

Federal regulations require that the LRTP demonstrate the consistency of proposed transportation projects and programs with currently available sources of revenue. The starting point for projections will be the extrapolation of current revenue sources. Federal, state, and local revenues will be forecast, including individual projections for sources of revenue dedicated to surface transportation. In addition to these traditional revenue sources, staff will document possible nontraditional revenue streams. However, in accordance with federal regulations, these nontraditional sources will not be assumed to be available unless significant action has been proposed or taken to secure them. This information will be used to ensure that the Plan is financially constrained to available resources.

Subtask 2.2 Review and Update Universe of Projects and Programs List

The MPO will review the needs identified as part of the Needs Assessment from Task 1 and the Universe of Projects and Programs List compiled as part of the JOURNEY TO 2030 Plan and its Amendments. It will then add projects and programs that have been identified through the development of the Transportation Improvement Program, the MBTA's Capital Investment Program, the CMP, the youMove Massachusetts process, and special studies. This list will also include strategies emerging from the MPO's CMP analysis. This information will be reviewed with members of the public through the MPO's public-outreach program. It is from this list that the recommended list of projects and programs for the new LRTP will be chosen.

Subtask 2.3 Develop and Model a Series of Transportation Networks

The Transportation Planning and Programming Committee will define transportation networks to be modeled and analyzed with the 2035 preferred land-use projections developed by MAPC. The selection of projects, programs, and strategies for inclusion in these networks will be drawn from the needs assessment for each corridor and the Universe of Projects and Programs List, and will be judged by the MPO's policies and visions using the applicable criteria developed from the Transportation Improvement Program and the CMP, including:

- Preservation and modernization
- Safety
- Mobility
- Community (including environmental justice and community character)
- Land use and economics
- Environment

Transit projects will also be judged using the above criteria, plus:

- Utilization
- Service quality

Additional priorities will be reviewed including:

- Operations and management
- Climate change

- Livability (including Health)

Cost and cost-effectiveness will also be considered.

The networks will be financially constrained to projections of available revenue, as developed under Subtask 2.1. The foundation of this work scope assumes that there will be three separate transportation networks. Modeling and analysis will be performed for each of the networks for 2035 Build conditions.

Subtask 2.4 Environmental Justice/Regional Equity Analysis of the No-Build Scenario and Build Scenarios

An environmental justice analysis will be conducted on the 2035 No-Build and Build networks using the preferred land-use projections. Results using mobility, congestion, and accessibility performance measures for trips from target environmental justice areas to selected destinations will be estimated. The target communities have been established in the MPO's ongoing environmental justice/regional equity work.

Subtask 2.5 Circulate the 2035 Build Scenario Results

The staff will review the results of the model runs with the Transportation Planning and Programming Committee members. Once approved, this information will be released for public review to solicit input before the recommended set of projects is selected. Public review will include meetings with the Regional Transportation Advisory Council, environmental justice advocates, and the subregions. Outreach will also be conducted through *TRANSREPORT*, the MPO listserv, and the MPO website.

Subtask 2.6 Present the Results of Public Input to the Transportation Planning and Programming Committee and Choose a Recommended List of Projects and Programs

Comments from the public will be summarized for the Transportation Planning and Programming Committee to help members select the recommended list of projects and programs using the criteria presented in Subtask 2.3, in addition to results from the travel model (including environmental justice results) and comments from the public.

Products of Task 2

- A Financial Plan for transportation projects, programs, and strategies in the Boston region developed in accordance with federal regulations
- An updated Universe of Projects and Programs List
- Travel model results for the 2035 Build networks
- Environmental justice results of the 2035 No-Build and Build model runs
- Public comments from outreach on 2035 Build scenarios
- Recommended list of projects and programs for the draft LRTP
- Text on the LRTP process to date, including 2035 travel model results

Task 3 Develop and Circulate a Draft Transportation Plan

The Circulation Draft LRTP will incorporate previous work products and include visions and policies for the region and a recommended list of projects and programs constrained to revenues outlined in the Plan. The recommended list of projects with the preferred land use will be analyzed using the MPO's environmental justice criteria. The projects and programs will also be tested for air quality conformity, and all documentation necessary to show such compliance will be provided to the appropriate agencies.

Subtask 3.1 Perform Environmental Justice Analysis on the Draft Recommended LRTP

The recommended list of projects and programs chosen under Subtask 2.6 will be analyzed using the MPO's environmental justice criteria. The draft recommended 2035 Build network will be compared to the 2035 No-Build network to ensure that the recommended projects provide comparable benefits to the target environmental justice areas and the non-target areas in the MPO region.

Subtask 3.2 Perform Air Quality Conformity Analysis of the Draft Recommended LRTP

An air quality conformity determination will be performed to ensure that the draft recommended list of projects and programs complies with all applicable air quality standards. The years 2020, 2030, and 2035 will be used for model runs for the LRTP, using 2020 and 2030 as interim milestone years, and 2035 as the forecast year of the Plan.

Subtask 3.3 Prepare the Circulation Draft Transportation LRTP

At the direction of the Transportation Planning and Programming Committee, staff will prepare the Circulation Draft LRTP. This LRTP will contain the results of all previous work products, including changes made as a result of public input. This LRTP will include:

- The documentation of existing conditions (demographic, land-use, and transportation system)
- The documentation of future conditions (demographic, land-use, and transportation system)
- The needs assessment for the corridors and region as a whole
- Updated visions, goals and policies
- The projection of future revenue from currently available sources
- A discussion of inputs used in project and program selection
- A discussion of alternative transportation networks
- The results of qualitative and quantitative analysis of the networks
- The selection of major transportation projects and programs to be included in the recommended LRTP (including estimated project costs and timelines)
- An environmental justice analysis of the recommended LRTP
- An air quality conformity determination of the recommended LRTP

Subtask 3.4 Approve and Distribute the Circulation Draft Transportation Plan

Staff will present the Circulation Draft LRTP to the Transportation Planning and Programming Committee for review, modification, and approval for circulation to the general public.

The Circulation Draft LRTP will be presented to the public via placement on the MPO website and distribution to local libraries and municipal offices. Copies will be provided to the Regional Transportation Advisory Council, environmental justice advocates, and the MAPC subregions. A notice will appear in the MPO's newsletter *TRANSREPORT*, and notices of the Plan's availability will be sent to newspapers and to recipients on the MPO e-mail listserve.

Shortly after distribution of the circulation draft, public workshops will be held to solicit input from members of the public. These meetings will be attended by members of the MPO as well as by MPO staff.

Subtask 3.5 Present the Results of the Public Meetings to the Transportation Planning and Programming Committee

Comments made at the public meetings will be summarized for the Transportation Planning and Programming Committee to help members in their deliberations prior to recommending an LRTP to the MPO.

Products of Task 3

- The Circulation Draft Transportation LRTP
- The Environmental Justice Analysis
- The Air Quality Conformity Determination
- A summary of public comments from the outreach efforts

Task 4 Adopt the Final LRTP

After the public review process for the Circulation Draft LRTP, the Boston Region MPO will endorse an LRTP for the years 2011 through 2035. It is the goal of the MPO to have an endorsed LRTP in time for its review by federal agencies and their approval by July 1, 2011. This Plan will serve as the source document for projects and work programs in future Transportation Improvement Programs (TIPs) and Unified Planning Work Programs (UPWPs).

Product of Task 4

- LRTP for the Boston Region with an Air Quality Conformity Determination and Environmental Justice Analysis
- Synopsis of the LRTP for wide distribution

ESTIMATED SCHEDULE

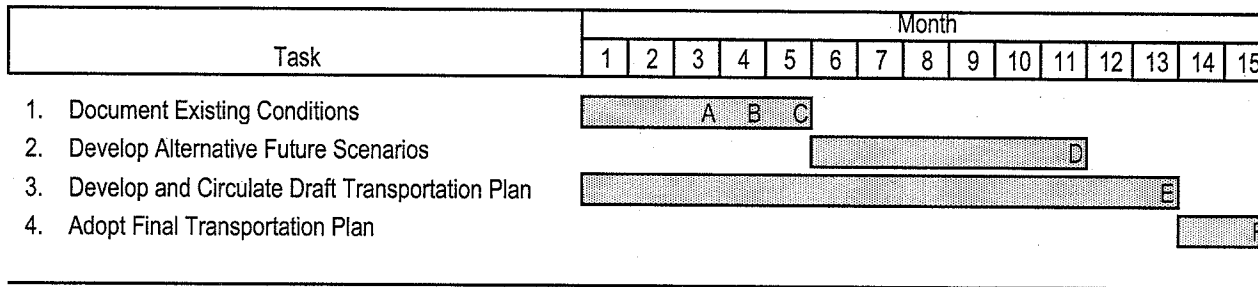
It is estimated that this project will be completed 15 months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

ESTIMATED COST

The total cost of this project is estimated to be \$471,522. This includes the cost of 189 person-weeks of staff time, overhead at the rate of 88.99 percent, printing, travel, equipment, consultants, and other direct costs. This project will be funded over a two-year period. \$271,900 has been included in the 2010 Unified Planning Work Program, with the remainder to be included in the 2011 Unified Planning Work Program. A detailed breakdown of estimated costs is presented in Exhibit 2.

AJS/ASM/asm

Exhibit 1
ESTIMATED SCHEDULE
Long-Range Transportation Plan for the Boston Region MPO



Products/Milestones

- A: Updated visions and performance measures
- B: Needs assessment
- C: Public comments on existing conditions and needs assessment
- D: Alternative network model results (including environmental justice)
- E: Draft circulation plan
- F: Final plan

Exhibit 2

ESTIMATED COST

Long-Range Transportation Plan for the Boston Region MPO

Direct Salary and Overhead **\$465,022**

Task	Person-Weeks							Direct Salary	Overhead (@ 88.99%)	Total Cost
	M-1	P-5	P-4	P-3	P-2	P-1	Total			
1. Document Existing Conditions	12.0	33.0	21.0	1.0	6.0	10.0	83.0	\$110,794	\$98,595	\$209,389
2. Develop Alternative Future Scenarios	5.0	28.0	8.0	2.0	5.0	3.0	51.0	\$70,961	\$63,148	\$134,109
3. Develop and Circulate Draft Transportation Plan	4.0	10.0	6.0	10.0	7.0	5.0	42.0	\$49,456	\$44,011	\$93,467
4. Adopt Final Transportation Plan	2.0	2.0	0.0	5.0	3.0	1.0	13.0	\$14,846	\$13,211	\$28,057
Total	23.0	73.0	35.0	18.0	21.0	19.0	189.0	\$246,057	\$218,966	\$465,022

Other Direct Costs **\$6,500**

Travel	\$500
Printing	\$6,000

TOTAL COST **\$471,522**

Funding

EOT §5303 3C Transit Planning Contract #MA-80-0004; MassHighway PL/SPR 3C Highway Planning Contract #59796

Memorandum

To: Transportation Planning and Programming Committee February 4, 2010

From: Mike Callahan, MPO Staff

Re: Public Involvement Plan for the Proposed Amendment to the MPO's Public Participation Program

The following public outreach actions for the proposed amendment to the MPO's Public Participation Program will be taken in accordance with the MPO's public participation process. A 45-day public review and comment period is scheduled to begin Monday, February 8 and end Thursday, March 25 at 5:00 PM.

Actions to Publicize the Public Comment Period

- Post a public notice of the public comment period on the MPO website and distribute to the MPO Info listserve.
- Publish a legal notice in the *Boston Globe*, *Bay State Banner*, *El Mundo*, and *La Semana*.
- Distribute a press release by e-mail to the MPO's media listserve announcing the public comment period.
- Publish a notice of the public comment period in the MPO's Transreport newsletter.

Actions to Actively Solicit Public Comments

- Distribute the draft amendment in PDF, CD, printed, and accessible formats upon request. Documents can be requested by phone, fax, or e-mail.
- Provide information on the proposed amendment, and solicit comments, at the MPO's TIP How-To Seminars on February 17 (Lynn), February 23 (Marlborough), and February 24 (Weymouth). A comment form will be provided to How-To Seminar participants.
- Distribute the proposed amendment to the Regional Transportation Advisory Council. Staff will be available to answer questions at their February meeting.
- The MPO staff will host a listening session on the proposed amendment in the MPO Conference Room on Wednesday, March 3 from 4:00 to 6:00 PM.

January 28, 2010

Draft Amendment

Boston Region Metropolitan Planning Organization Public Participation Program

Amendments and Administrative Modifications

The MPO may amend any of the certification documents, including a TIP. The Advisory Council and affected communities and constituencies are notified of pending amendments. Legal notices of amendments are placed in the region's major English-language newspaper, Spanish-language newspaper, and minority-community newspaper, and are posted on the MPO's ~~Web site~~[website](#). Amendments have a 30-day public comment period in advance of MPO action. In extraordinary circumstances, the Transportation Planning and Programming Committee may vote to shorten the public comment period by as much as 15 days. In an emergency, it may be waived.

The Advisory Council is provided an opportunity to develop comments prior to a decision on amendments. The subscribers of the MPOinfo listserv are notified. Municipal and agency representatives and members of the public are invited to attend the Transportation Planning and Programming Committee and MPO meetings at which amendments are discussed, and submit written or oral testimony.

Consistent with Federal guidelines, if a project is valued at \$5 million or less, the threshold for defining an amendment is a change of \$500,000 or more. The threshold for projects valued at greater than \$5 million is 10 percent or more of the project value. Changes below these thresholds may be considered administrative modifications. The Transportation Planning and Programming Committee acts on administrative modifications, and, although no public review period is required, one may be provided at the Committee's discretion.

Significant changes in funding level are announced through a variety of media, including notice on the MPO ~~Web site~~[website](#) and e-mail notification to the municipalities in the region.

Public Review and Comment Periods for Certification Documents

The Transportation Planning and Programming Committee approves draft certification documents for public review. A comment period begins on the date announced in the legal notice for availability of the document. Documents must be available on the ~~Web site~~[website](#) on the first business day of the public comment period and shortly afterward in compact disc and printed formats. After the close of the public comment period, the

Transportation Planning and Programming Committee votes to recommend action to the MPO. The MPO then meets to act on the recommendation.

Certification documents are circulated for comment during a 30-day public review period prior to their adoption by the MPO and submission to the FHWA and the FTA. Comments are actively solicited in advance of and during review periods for the draft certification documents. Draft documents are distributed to legislators, municipal officials (chief elected officials, highway department directors, planning directors or planning board chairs, and conservation commissions), Regional Transportation Advisory Council members, MAPC representatives, Regional Equity contacts, and public libraries in each community. Notification of the documents' availability for public comment is also sent to all other interested parties and contacts noted above. Documents are provided in print, compact disc formats, and in accessible formats upon request.

Announcements of the availability and public comment periods for the certification documents are made through legal notices in the major regional English-language newspaper, Spanish-language newspaper, and minority community newspaper; press releases are sent to regional and local newspapers; and meeting notices are placed in *TRANSREPORT*, posted on the MPO [Web site website](#), sent through MPOinfo, and if possible, in other print and electronic newsletters in the region. MPO meetings are posted with the Secretary of State and the Office of Administration and Finance. Special efforts are made to reach non-English-speaking residents through community organizations. Announcements include an invitation to comment; dates, places, and times of public workshops to discuss the documents; the close of a public comment period; and instructions on where comments may be submitted.

The staff regularly reports to the MPO on all comments received and issues raised in all public forums. Written comments, whether received on paper, through the [Web site website](#) and its e-forms, or via e-mail, are presented in full and in summarized form to the Transportation Planning and Programming Committee. Summaries of verbal comments at meetings and forums are also prepared. A summary of comments and responses and copies of the original written comments are included as appendices to final documents. Comments and summaries of comments, with the names and addresses of authors, are maintained in MPO records.

The MPO allows adequate time to review and consider public comments, and to make appropriate adjustments. If significant changes to a draft document are made as it is finalized by the MPO or if important new issues are raised in it, an additional public comment period is provided.

The MPO acknowledges receipt of all written comments on certification documents by sending a written reply. If the comment refers to a specific document, a second reply, summarizing the MPO response and providing an explanation, is sent after final adoption of the document.



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Arnold J. Soolman
Director, MPO Staff

The Boston Region MPO,
the federally designated
entity responsible for
transportation decision-
making for the 101 cities
and towns in the MPO
region, is composed of:

MassDOT Office of Planning and
Programming
City of Boston
City of Newton
City of Somerville
Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton
Metropolitan Area Planning Council
Massachusetts Bay Transportation
Authority Advisory Board
Massachusetts Bay Transportation
Authority
MassDOT Highway Division
Massachusetts Port Authority
Regional Transportation Advisory
Council (nonvoting)
Federal Highway Administration
(nonvoting)
Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE February 4, 2010
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Arnold J. Soolman, CTPS Director
RE Work Program for: Emergency Evacuation and Hazard Mitigation
Mapping

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Department of Transportation, vote to approve the work program for Emergency Evacuation and Hazard Mitigation Mapping in the form of the draft dated February 4, 2010.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Technical Support/Operations Analysis Projects

CTPS Project Number
11140

Clients
Boston Region Metropolitan Planning Organization
Massachusetts Department of Transportation

CTPS Project Supervisors
Principal: Pam Wolfe
Manager: Maureen Kelly

Funding
MPO FTA \$5303 3C Planning Contract #MA-80-0004; MassDOT 3C PL
Highway Planning Contract #59796

IMPACT ON MPO WORK

This is MPO work and will be carried out in conformance with the priorities established by the MPO.

BACKGROUND

This work program involves mapping the transportation network and projects proposed for MPO funding with overlays of evacuation routes, critical infrastructure related to evacuation and security planning, and areas prone to natural hazards and sea level rise.

In proposing the activities outlined in this work program, staff took several factors into account:

- The federal requirements under SAFETEA-LU that MPOs consider security as a distinct factor in their planning processes and work to increase security for all users of the transportation system
- The expectation, based on reviews of federal literature and topics discussed at this year's Association of Metropolitan Planning Organizations conference, that the next authorization of federal transportation legislation will have a security and climate-change element
- Recent federal guidance advising coastal MPOs to begin an inventory for their next regional transportation plans of transportation infrastructure that may be affected by climate change, particularly in terms of flooding from the anticipated rise of sea levels and more frequent and intense storms

In light of these factors, MPO staff believe that it is important for the MPO to begin this work program as a first step toward an MPO program for all-hazards planning that addresses the protection of the region's transportation infrastructure from both natural and man-made threats, and security for the people who use the system and who will depend upon it during times of emergency.

OBJECTIVE(S)

There are three objectives of this work program:

1. The first objective is to provide information that can help the MPO determine if planned transportation projects would improve infrastructure for emergency management functions and evacuation, serve critical infrastructure, or include adaptation measures to protect against climate change impacts. This information will be used for the security evaluation for projects proposed for the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) and for future evaluations regarding projects' benefits in terms of climate change adaptation. (products of Tasks 2, 3, and 4)

2. The second objective is to provide planning information that can be used to protect transportation infrastructure from natural hazards and climate change impacts. The study will determine if planned or existing facilities lie in areas prone to flooding or hurricane storm surges, for example. This information could be used to plan adaptive measures to protect infrastructure from extreme weather impacts. (products of Tasks 2)
3. The third objective is to provide information for evacuation planners that can be used to plan alternate evacuation routes in the event that infrastructure fails or is impassible due to flooding or other extreme weather events, and to assess which areas might need to be evacuated in advance of a weather event, such as a hurricane. This mapping may be used to inform contract preparation for TIP projects so as to facilitate a convergence of construction planning with consideration of emergency preparedness needs at key evacuation locations or infrastructure. (products of Task 2 and 3)

WORK DESCRIPTION

The outcome of this work program will be a series of GIS-based maps.

Task 1 Gather Information

Staff will collect data from evacuation, hazard mitigation, and security planning work that is underway in the region, and GIS data layers on natural hazards. Below is a list of materials that staff has access to and sources that staff will attempt to collect data from:

Natural Hazards:

- Flood zones (source: FEMA Flood Insurance Rate Maps)
- Sea, Lake, and Overland Surges from Hurricanes (source: NOAA National Hurricane Center)
- Seismic hazards (source: USGS)
- Sea Level Rise (source: Recommendations pending from the Climate Change Adaptation Advisory Committee, created under the Global Warming Solutions Act)

Evacuation Plans:

- Metro Boston Traffic Management Plan
 - Evacuation routes emanating from Boston urban core area (source: Metro Boston Homeland Security Council/City of Boston)
 - Traffic control points (source: State Police)
 - MBTA bus evacuation plan (source: MBTA)

- Other regional evacuation routes and planning data within the Boston Region MPO area (source: Homeland Security Regions, including MAPC's work with the Northeast Homeland Security Advisory Council)

Critical Infrastructure:

- Transportation infrastructure (source: MassDOT)
- Local infrastructure relevant to emergency planning (source: MAPC's pre-disaster mitigation plans)

Product of Task 1

An inventory of data and sources for conducting Tasks 2 and 3.

Task 2 Create Base Map for the Boston Region MPO Area and Apply Natural Hazard Data Layers

The base map will show the roadway and transit network for the Boston Region MPO area. Projects programmed in and proposed for the upcoming annual element of the federal fiscal years (FFYs) 2010– 013 TIP and programmed in the regional transportation plan, JOURNEY TO 2030, will be applied to the base map.

The first series of maps will show the projects' locations in relation to natural hazard zones using GIS data layers depicting flood zones (developed by FEMA); Sea, Lake and Overland Surges from Hurricanes (SLOSH) zones* showing areas at risks for inundation during various category hurricanes (from NOAA); and areas that would be at risk from earthquakes (from USGS seismic hazard data and information on the location of filled land). Areas that will potentially be affected by sea level rise will also be identified based on recommendations for estimating these impacts, which are expected to be developed through the Global Warming Solutions Act process, or by using other accepted measures. (The Global Warming Solutions Act is a 2008 law requiring the Commonwealth to reduce greenhouse gas emissions and to develop climate change adaptation strategies.)

- * Note: FEMA flood zones are based on rainfall data, while NOAA's SLOSH zones are based on estimates of the maximum height of hurricane storm surge that could be expected in various categories of hurricanes. NOAA uses weather data from past hurricanes to make these estimates.

Products of Task 2

- A series of maps showing the transportation network in the Boston Region with projects programmed in and proposed for the upcoming annual element of the FFYs 2010–2013 TIP and programmed in the RTP, and their proximity to natural hazard zones:
 - Flood zones for 100-year and 500-year floods
 - Hurricane surge zones
 - Areas at risk of inundation from rising sea levels

- Areas at risk for earthquake damage
- Summary maps symbolizing the portions of proposed TIP and RTP projects according to the number of natural hazard zones affecting those projects.

Task 3 Apply Evacuation and Security Data Layers to Base Maps

The second set of maps will show the transportation network and TIP and RTP projects in relation to evacuation routes and infrastructure relevant to conducting an evacuation. These overlays will be added to the base map as information becomes available to the MPO from agencies conducting evacuation and security planning work.

Initially the focus will be on obtaining input from the planning underway for the Boston regional evacuation plan. This information may show the evacuation routes defined in the Metro Boston Traffic Management Plan (which encompasses the Greater Boston area within the Route 128 corridor)—highlighting traffic control points, access control points, and routes and destination points defined in the MBTA's bus evacuation plan—and critical infrastructure relevant to managing an evacuation.

Staff will seek to include evacuation routes and critical infrastructure locations identified by Regional Homeland Security Councils for the MPO areas that are outside of the urban core area and to incorporate data from MAPC's work on pre-disaster mitigation plans.

The extent of this work will depend on the amount of data available from other agencies. If this data is not available during the time frame of this work program, staff will propose to extend this work into the next UPWP.

Products of Task 3

- Maps showing projects programmed in and proposed for the upcoming annual element of the FFYs 2010–2013 TIP and programmed in the RTP, in relation to the following components of the Metro Boston evacuation plan:
 - Evacuation routes
 - Traffic control points
 - Access control points
 - MBTA bus evacuation plan routes
 - Critical infrastructure relevant to emergency planning (such as shelters, hospitals, transportation facilities)
- Maps showing TIP and RTP projects in relation to other evacuation plans in the region

Task 4 Document Information on the Security Benefits of TIP and RTP Projects

The TIP and RTP projects mapped in this exercise will be evaluated to determine whether they serve an evacuation plan or emergency management function or are located in areas prone to natural hazards or potentially affected by climate change.

For the emergency management evaluation, factors to consider will be whether the project improves or protects infrastructure that is important for emergency management or evacuation. Projects that improve traffic flow through key intersections or traffic control points, address bottlenecks, add capacity to evacuation routes, or improve access for emergency vehicles to critical infrastructure will receive higher security ratings in the TIP and RTP evaluation process.

For projects located in natural hazard zones, those that address structural deficiencies of infrastructure or include adaptation measures for climate change will also be considered as having a benefit. This work will provide input to future TIP and RTP evaluations regarding climate change adaptation.

Product of Task 4

A matrix providing information indicating if proposed TIP projects are in natural hazard zones or provide emergency management benefits. This information will be used in the TIP project evaluations.

ESTIMATED SCHEDULE

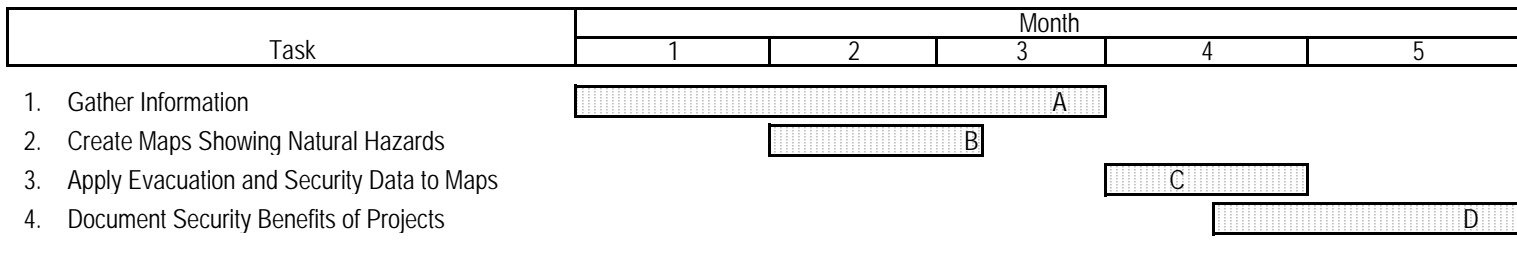
It is estimated that this project will be completed 5 months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

ESTIMATED COST

The total cost of this project is estimated to be \$34,938. This includes the cost of 15.5 person-weeks of staff time, overhead at the rate of 88.99 percent, printing, and other direct costs. A detailed breakdown of estimated costs is presented in Exhibit 2.

AJS/MK/mk

Exhibit 1
ESTIMATED SCHEDULE
Emergency Evacuation and Hazard Mitigation Mapping



Products/Milestones

- A: Data inventory
- B: Maps showing natural hazards
- C: Maps showing evacuation routes and security data
- D: Project matrix

Exhibit 2
 ESTIMATED COST
 Emergency Evacuation and Hazard Mitigation Mapping

Direct Salary and Overhead	\$33,928
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Task					Direct Salary	Overhead (@ 88.99%)	Total Cost
	M-1	P-4	P-3	Total			
1. Gather Information	0.0	1.0	3.0	4.0	\$4,307	\$3,833	\$8,140
2. Create Maps Showing Natural Hazards	0.0	4.0	0.0	4.0	\$4,880	\$4,342	\$9,222
3. Apply Evacuation and Security Data to Maps	0.0	3.0	0.0	3.0	\$3,660	\$3,257	\$6,916
4. Document Security Benefits of Projects	1.0	2.0	1.0	4.0	\$5,106	\$4,544	\$9,650
Total	1.0	10.0	4.0	15.0	\$17,952	\$15,976	\$33,928

Other Direct Costs	\$1,010
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Purchase of DFIRMs	\$1,010
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TOTAL COST	\$34,938
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Funding
 MPO FTA §5303 3C Planning Contract #MA-80-0004; MassDOT 3C PL Highway Planning Contract #59796



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Arnold J. Soolman
Director, MPO Staff

The Boston Region MPO,
the federally designated
entity responsible for
transportation decision-
making for the 101 cities
and towns in the MPO
region, is composed of:

MassDOT Office of Planning and
Programming
City of Boston
City of Newton
City of Somerville
Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton
Metropolitan Area Planning Council
Massachusetts Bay Transportation
Authority Advisory Board
Massachusetts Bay Transportation
Authority
MassDOT Highway Division
Massachusetts Port Authority
Regional Transportation Advisory
Council (nonvoting)
Federal Highway Administration
(nonvoting)
Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE February 4, 2010
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Arnold J. Soolman, CTPS Director
RE Work Program for: MBTA Bus Service Data Collection VII

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Bay Transportation Authority, vote to approve the work program for MBTA Bus Service Data Collection VII in the form of the draft dated February 4, 2010.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Technical Support/Operations Analysis Projects

CTPS Project Number
11369

Client
Massachusetts Bay Transportation Authority
Project Supervisor: Melissa Dullea

CTPS Project Supervisors
Principal: Karl Quackenbush
Manager: Jonathan Belcher

Funding
Future MBTA contract

IMPACT ON MPO WORK

The MPO staff has sufficient resources to complete this work in a capable and timely manner. By undertaking this work, the MPO staff will neither delay the completion of nor reduce the quality of other work in the UPWP.

BACKGROUND

In 1996, CTPS began the Comprehensive Ridecheck Program for the MBTA. This effort produced a comprehensive set of bus ridership and schedule adherence data, covering all routes within the span of one year. The data were then used as the primary input for the 1998 Service Plan. A second round of the Comprehensive Ridecheck Program was conducted in 1997 and 1998. This second set of data was used as one of the inputs for the 2002 Service Plan.

Since January 1999, CTPS has been performing ongoing monitoring of MBTA bus service, including ridechecks, timechecks, and pointchecks. The goal of this ongoing effort is to update the comprehensive database, with each route being ridechecked every three to five years, on average. These data feed the biennial MBTA Service Planning process (including the 2004, 2006, and 2008 MBTA Service Plans) and provide supplemental information for short-term corridor and subarea bus studies. The current ongoing program allows for much more flexibility in data collection than the previous comprehensive efforts.

During the past 13 years, CTPS has also provided MBTA Service Planning with analytical assistance to interpret the ridership and schedule adherence data. In particular, raw data are often examined immediately after being collected to determine whether any acute problems were observed in the field. Completed ridecheck trip summaries and load profiles, along with timecheck and pointcheck summaries, are also examined before transmittal to MBTA Service Planning. CTPS staff regularly recommend adjustments to scheduled frequency and running times to address identified problems.

Beginning in late 2007, the MBTA received new automated passenger counters (APCs) for its buses and trackless trolleys. These devices, which are currently being evaluated in the field at several of the MBTA's bus operating districts, should be able to provide the MBTA with information on the number of boardings and alightings at each stop. While these devices are being evaluated, manual ridechecks will need to continue at their regular pace, particularly for bus service districts that do not yet have any APC equipment installed. However, once they are distributed to larger numbers of buses, the need for manual ridechecks will decrease. At the same time, CTPS will need to modify its ridecheck database software to be able to accept passenger count information directly from APCs or to develop work assignments exclusively for trips not covered by APCs.

The MBTA also completed the installation of an automated fare-collection system in 2007. While this system can provide daily counts of boardings at rapid transit stations, manual

counts will still be required at key transfer stations to determine the distribution by mode of heavy rail, light rail, and bus rapid transit. Additional manual counts may also be required to determine boardings by direction.

OBJECTIVES

1. To perform various forms of data collection on MBTA bus routes, including the following:

Ridechecks

Using the same methods as were used in previous rounds of the Bus Service Data Collection Program, stop-by-stop ridership and running-time data will be collected on selected routes from the Albany Street, Arborway, Southampton Street, and Fellsway garages.

Timechecks

For some frequently operated routes (those with peak-period headways of 12 minutes or less), timechecks will be conducted to monitor schedule adherence, travel time, headway maintenance, and overall ridership.

Pointchecks

Pointchecks, or peak-load checks, may also be conducted to monitor overall ridership on selected routes.

2. To provide analytical assistance to the MBTA to identify crowding or schedule adherence problems on bus and trackless trolley routes, and to recommend changes in scheduled frequency and running times to address those problems.
3. To continue work on modifying the CTPS ridecheck database to accommodate ridership data input from automated passenger counters.
4. To conduct manual counts at one rapid transit station per year where multiple modes serve one facility, or at stations where boarding information by direction is required.

WORK DESCRIPTION

Task 1 Determine Overall Schedule

In cooperation with MBTA Service Planning, an overall schedule of data collection will be devised. This schedule will reflect the analysis priorities of the service planning

process as well as other ongoing studies. Routes not monitored during the previous Bus Service Data Collection Program will have higher priority in this round of data collection, as will newer routes and those that have undergone substantial changes. It is likely that the schedule will be updated quarter by quarter.

Product of Task 1

Overall schedule for data collection

Task 2 Prepare Assignments and Data-Collection Forms

Within the guidelines of the overall schedule, specific assignments will be created on a week-to-week basis. Ridecheck assignments will be derived from MBTA timetables, as in the past. Assignments for timechecks and pointchecks will be designed as appropriate for the routes being studied.

Electronic data-collection forms for ridechecks, and paper data-collection forms for pointchecks and timechecks, will be prepared. These forms will be updated as necessary to properly coordinate with the MBTA Scheduling Department's stop database.

Products of Task 2

- Data-collection assignments
- Data-collection forms

Task 3 Collect Data

CTPS staff members will carry out the assignments prepared in Task 2. As in the past, ridecheck data to be collected will include boardings and alightings by stop, farebox readings, vehicle trip time, departure/arrival times, and intermediate times. Both timecheck and pointcheck data include the vehicle number, direction, and time at each specified location, and the number of passengers onboard. Pointchecks, however, are conducted only at or near the peak-load point along the route, while timechecks require personnel to be positioned at the peak-load point, both termini, and other key locations. Rapid transit station counts require personnel at all entry locations to count passengers entering the system, and also can require counts at stairwells, escalators, and elevators within a station to determine what mode passengers are using and what direction they are traveling.

Product of Task 3

Ridership and schedule adherence data in digital or paper form

Task 4 Process and Analyze Data

Ridecheck data will be uploaded into CTPS's bus and trackless trolley ridership database to ensure ready access. The database will be maintained by CTPS to facilitate the

preparation of specialized reports that may be requested periodically, including load profiles or trip summaries by day or time period, and ridership-at-stop reports.

Timecheck and pointcheck data will be summarized in spreadsheets to facilitate the analysis of run times by segment and provide peak-load summaries. Rapid transit station counts will be summarized in a database.

Products of Task 4

- Summaries of timecheck and pointcheck data
- Ridecheck data in standardized database format

Task 5 Produce Systematic Documentation

Ridecheck data processed in Task 4 will be compiled into reports generated as Excel files and in other electronic formats, as requested. Trip summary (ridership by trip) and load profile (ridership by stop) reports for the fall, winter, and spring quarters will be produced. Reports covering the total passenger activity by stop will also be generated each of these three quarters, and tables showing the date of the most recent ridecheck for each route will be updated for three of the four scheduled quarters and supplied to the MBTA.

CTPS will also provide MBTA Service Planning staff with access to electronic versions of the ridecheck database. This will allow staff to generate the types of specialized reports mentioned in Task 4 on their desktop computers, and to save those reports in various electronic formats to facilitate analysis for the biennial service plans, Title VI reporting, and other planning studies.

Products of Task 5

- Fall, winter, and spring quarterly reports
- Database of ridecheck data for MBTA in-house use

Task 6 Review Ridecheck Results

The results of Task 5 (systematic documentation), along with raw data from Task 3 (data collection), will be examined to identify problems with vehicle loads or schedule adherence on a route-by-route basis. Existing schedules will then be reviewed to determine appropriate corrective actions. These actions may include assigning additional vehicles to a route, lengthening or reducing segment-level running times, implementing short-turn services, and other items. Projected hours-of-service costs of implementing any recommended corrective actions will also be provided to the MBTA.

Upon request from MBTA Service Planning, CTPS may also utilize ridecheck results to generate tables of the net cost per passenger, boardings per hour, ridership by stop, etc. These data are regularly used in systemwide performance evaluations of MBTA bus

service and in decisions to reallocate vehicle resources from underutilized routes to those with unmet demand.

Products of Task 6

- Periodic summaries of service performance
- Periodic technical memoranda describing recommendations for service changes and associated cost projections

Task 7 Provide Ongoing Technical Support for Ridecheck Database

As part of previous segments of the ongoing Bus Service Data Collection Program, CTPS has developed an improved Ridecheck Database Program that facilitates the creation of bus ridecheck assignments, downloading of assignments to handheld computers, uploading of completed ridecheck assignments from handheld computers, and generation of customized reports that are consistent with the MBTA Biennial Service Planning Process. The ridecheck database requires occasional ongoing technical support to continue to maintain both data processing functions and report generation.

CTPS staff will also provide ongoing technical support to MBTA Operations staff in using Ridecheck Database Program software on their desktop computers.

Task 8 Identify Means of Incorporating APC Data into the Ridecheck Database

As described in the background section above, the MBTA has installed APCs onboard buses and trackless trolleys since 2007. While these machines are in evaluation and installation phase, manual ridechecks will continue. Once the machines are approved for widespread use throughout the system, the number of manual bus ridechecks needed will gradually decrease.

While the MBTA continues to use both methods of data collection, the APC data will need to be uploaded into the CTPS ridecheck database in order to run customized reports for biennial service plans and other ongoing service performance reviews, as discussed in Task 6. CTPS will continue to review data interchange methods, and formats for importing the data produced by the new APCs into its existing ridecheck database application. CTPS will coordinate with MBTA Service Planning to determine any changes to the sampling framework, in terms of both the number of routes that may be reported on in a given quarter and the number of observations of a particular scheduled trip that will be collected using APCs. At issue is the scalability of the ridecheck database application to larger storage requirements, as well as potential modifications to the program code associated with data processing and report generation. This task will also likely require coordination between CTPS's Information Technology and Services Group and the MBTA Operations personnel who develop and maintain APC databases.

The amount of this work to be completed as part of this project will depend on the MBTA's progress with APC installation.

Product of Task 8

Modified ridecheck database code

ESTIMATED SCHEDULE

It is estimated that this project will be completed 24 months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

ESTIMATED COST

The total cost of this project is estimated to be \$453,896. This includes the cost of 346.5 person-weeks of staff time, overhead at the rate of 88.99 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 2.

AJS/JB/jb

Exhibit 2
 ESTIMATED COST
 MBTA Bus Service Data Collection VII

Direct Salary and Overhead	\$453,414
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Task	Person-Weeks							Direct Salary	Overhead (@ 88.99%)	Total Cost
	M-1	P-5	P-4	SP-3	SP-1	Temp	Total			
1. Determine Overall Schedule	0.6	0.8	1.0	1.0	0.0	0.0	3.4	\$4,266	\$3,796	\$8,062
2. Prepare Assignments and Data-Collection Forms	3.8	0.0	14.0	1.0	0.0	20.0	38.8	\$34,270	\$30,497	\$64,767
3. Collect Data	0.2	0.0	0.0	38.0	70.0	159.5	267.7	\$154,194	\$137,218	\$291,412
4. Process and Analyze Data	0.9	0.0	4.0	0.0	0.0	0.0	4.9	\$6,353	\$5,654	\$12,007
5. Produce Systematic Documentation	0.0	0.0	1.0	0.0	0.0	0.0	1.0	\$1,220	\$1,086	\$2,305
6. Review Ridecheck Results	0.0	0.0	25.0	0.0	0.0	0.0	25.0	\$30,497	\$27,139	\$57,636
7. Provide Ongoing Technical Support for Ridecheck Database	0.0	2.4	0.0	0.0	0.0	0.0	2.4	\$3,829	\$3,407	\$7,236
8. Identify Means of Incorporating APC Data into the Ridecheck Database	0.5	2.8	0.0	0.0	0.0	0.0	3.3	\$5,285	\$4,703	\$9,989
Total	6.0	6.0	45.0	40.0	70.0	179.5	346.5	\$239,914	\$213,500	\$453,414

Other Direct Costs	\$482
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Travel	\$482
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TOTAL COST	\$453,896
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Funding
Future MBTA Contract

Exhibit 1
 ESTIMATED SCHEDULE
 MBTA Bus Service Data Collection VII

Task	Month																									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
1. Determine Overall Schedule	■											■											■			
2. Prepare Assignments and Data-Collection Forms			■								■												■			
3. Collect Data	■									■												■				
4. Process and Analyze Data	■																									
5. Produce Systematic Documentation			A		A						A						A		A						A	
6. Review Ridecheck Results	■																									
7. Provide Ongoing Technical Support for Ridecheck Database	■																									
8. Identify Means of Incorporating APC Data into the Ridecheck Database	■																									

Products/Milestones

- A: Ridecheck reports for fall, winter, and spring quarters
- B: Modified ridecheck database code