

Clean Air and Mobility Subcommittee Programming Recommendations for FFYs 2010 - 13

		Request	2010 Recommendation	Description	
TDM and TSM Programs	Boston	Boston Bike Share Amenities	\$325,000	\$325,000	A request for \$325,000 to augment the already committed (from multiple sources) \$1.677M investment in a city-wide bike share program. Public Bike Systems Company will be the facility vendor and the project will service subscribers and non subscribers at 50 locations in Boston (to expand to up to 290 regionally) starting in March/April 2011.
	Cambridge	City of Cambridge Social Marketing Year 3	\$58,768	\$58,768	Year three funding for the Cambridge CitySmart program. The program goal is to shift 10% of drive alone trips to a more sustainable mode. The program operates on a neighborhood level and was implemented in the Cambridgeport and Zone 7 neighborhoods.
	Cambridge	Cambridge Clean Cabs	\$150,000	\$150,000	To provide an incentive to taxicab owners to replace their existing, gas powered cabs with hybrid vehicles thereby reducing emissions. This will be done by using funds provided through this grant to pay up to \$10,000 per vehicle to help cover the additional cost of purchasing a hybrid model vehicle. Funding will cover conversion of up to 18 cabs. There is an existing 12 cab waiting list.
	Green Sts and Somerville	Green Streets Walk/Ride Day Regionalization	\$164,683	\$164,683	Working in collaboration with the Somerville Department of Public Health and Wellness, the Green Streets Initiative proposes to expand its Walk/Ride Day program over a three-year period to encompass 6 densely populated communities in the MPO area using a TDM strategy to change commuting habits. Walk/Ride Days will be held 12 times per year and provide incentives for people to leave their automobiles at home.
	Newton	Citywide Traffic Signal Timing Improvements	\$160,000	\$160,000	A study and implementation project to reduce delays and vehicle stops at signalized intersections in Newton. The majority of the traffic signals in Newton run on a fixed timing program throughout the day and do not adjust to changes in traffic flow, direction, or intensity caused by commuting demands. This project will implement changes to the current system to reduce idling and congestion and improve efficiency of the system.
	Salem	North Shore TMA Year 3	\$53,160	\$53,160	Year three funding for the North Shore TMA.
	WalkBoston	Local Pedestrian Activity Maps	\$29,000	\$29,000	To increase walking in four metropolitan Boston communities by producing walking maps. WalkBoston will develop targeted walking maps and help communities identify low-cost safety improvements for one or more of the walking routes. The selected communities will provide matching funds to cover the costs of publicizing and distributing the maps.

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Transit Programs	MetroWest RTA	Route 1 Service Year 3	\$252,206	\$252,206	Year three funding for the Route 1 service of the MetroWest RTA. This service is also known as the Green Line Shuttle and runs from 37 Waverly in Framingham (the MWRTA hub) to the Woodland T Station on the Green Line.
	MetroWest RTA	Route 7 Service Year 2	\$43,155	\$43,155	Year two funding for the Route 7 service of the MetroWest RTA. This service is also known as the Marlborough line and runs from 37 Waverly in Framingham (the MWRTA Hub) to Southborough, Marlborough, MBTA Commuter Rail and terminates at Solomon Pond Mall.
	GATRA	Marshfield and Duxbury Service Year 3	\$132,000	\$132,000	Year three funding for the Marshfield/Duxbury service of the Greater Attleborough Regional Transit Authority's (GATRA) service. This service runs from the Stop and Shop in Duxbury to the Marshfield seashore.
	CATA	Stage Fort Park Shuttle	\$8,000	\$8,000	To implement a Saturday and Sunday shuttle utilizing a trolley-replica vehicle, operating from June to September. The shuttle route would connect a 500-car parking lot at the Stage Fort Park Welcoming Center with numerous tourist attractions in downtown Gloucester.
Infrastructure	MBTA	Bikes on Buses	\$217,785	\$217,785	To make all MBTA buses and routes bike accessible by 2012 which will result in enhanced customer convenience by eliminating confusion about which routes have bike racks on buses available and encouraging bike connections to transit; this will also reduce complaints among passengers as to the reliability of their bus route accommodating bikes.
Total		\$1,593,757	\$1,593,757	\$1,600,000	*Requests for funding above do not include the 20% match. Different programs and projects have different matching requirements.
2011 recommendation					
		Request	Recommendation	Description	
2011 Projects and Programs	Acton	Acton Shuttle Year 2	\$99,913	\$99,913	Year two funding for the Acton Commuter Rail Shuttle. The program is being advanced into the 2011 year because the program is not anticipated to start operation until mid-June.
	Boston	Boston Bike Maps Year 2	\$30,000	\$30,000	Year two funding for Bike Maps of Boston. The project is being advanced to the 2011 year to coincide with the opening of the Bike Share facilities.
	Hull	Hull Ferry Service Year 2	\$33,116	\$33,116	Year two funding for a Hull Ferry Service. The program is being advanced into the 2011 year because the town of Hull has not yet secured a vendor for the service. Year two funding will be held until a year one service has been established.
Total		\$163,029	\$163,029		

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2012 and 2013 recommendation

These projects have not entered into the MassDOT design/review process and therefore will not be ready for advertisement in 2010 or 2011

		Request	2012 or 13 Recommendation	Description
2012 and 2013 Projects	Arlington	Intersection of Route 3 and Route 60	\$115,000	For MassDOT - Highway Division to determine To improve the function of the intersection of Route 3 and Route 60 to better accommodate the bicycle and pedestrian traffic coming in from the Minuteman Bikeway and to update the crossing to ADA standards.
	Framingham	Cochituate Rail Trail	\$585,000	For MassDOT - Highway Division to determine To provide amenities to a utility access road that is currently under development so that it can be used as a trail. Without these elements, the town will not be able to open the rail trail to the public and the paved path will continue as a DPW maintenance road only. These elements include upgraded crossings, improved sidewalks, signs, pavement markings, and street furniture.
	Hopkinton	Crosswalk Beacon at Church and Main Sts.	\$30,000	For MassDOT - Highway Division to determine To install a flashing pedestrian beacon in downtown Hopkinton at the Main St./Church St. crosswalk to alert motorists going westbound on Route 135 of pedestrians. This will improve pedestrian safety at the intersection. The topography and road design make it difficult for motorists to see pedestrians there.
	Scituate	Scituate Sidewalk Installation and Improvements	\$160,000	For MassDOT - Highway Division to determine To close gaps in and expand the existing sidewalk network in Scituate in three locations. This will allow for greater pedestrian access to the Greenbush Commuter Rail Line and other town destinations. Will also link Scituate and Cohasset.
Total		\$890,000		

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Projects not recommended at this time				
			Request	Description
	Boston	Improved Traveler Information Platform (VehicleSense)	\$350,000	To implement a public-private partnership between the City of Boston (responsible for overall direction) and VehicleSense (will handle the day-to-day management) to deploy and operate a real-time traveler information and in-vehicle payment system in two areas of the region that have persistent mobility issues – Boston’s Financial District (regular weekday traffic and commuters) and Gloucester’s beach parking (seasonal weekend traffic of non-regular users). Committee questioned if this project could be implemented with \$650,000, may have a secondary effect of encouraging driving, and could possibly contribute to distracted driving. Additionally, there seems to be similarity between this project and the PrimoSpot application for iPhone and Android available now.
	Boston	Boston Employee Bike Share	\$60,000	Year two funding for the city of Boston Employee Bike Share program. Committee advises that this service could be folded into the larger bike share program.
	Cohasset	Parking Incentives	\$3,436	To increase use of the Cohasset commuter rail station by waiving fees for weekend parking in the parking lot and allow for overnight parking in the area adjacent to the built Transit Oriented Development area that is most remote from the platform. Committee is recommending that the members of the MPO write a letter to the MBTA asking that the policy of charging for parking at lots on weekends be investigated.
	Dedham	Dedham Square Improvements	\$575,000	To improve pedestrian access and continuity in the downtown Dedham area in accordance with the current master plan for streetscape improvements in historic Dedham Square. This project will involve two intersections; one with an outdated signal, and the other with no current signalization. The committee questioned why this project did not provide for bicycle accommodations and thought the design seemed auto oriented.
	Hingham	Route 228 Intersection Improvements	\$300,000	To reduce congestion and backups on Cushing and South Pleasant Sts. by installing a signal at their intersection with Route 228. Staff thinks that the signalization of the street with a larger traffic volume (Route 228) to reduce backup on the less traveled roadways would likely exclude the project from CMAQ funding by not producing an air quality benefit. If the project advances in design further investigation of the projects air quality benefit can be determined.
	Quincy	Traffic Improvements at Hancock and Squantum Sts.	\$2,900,000	To fund improvements to the intersections (and vicinity of) Hancock Street from Glover Avenue, north to the signalized access drive of the North Quincy MBTA Station/Hunt Street, an overall distance of 1200 LF. Hancock Street is a major north-south regional arterial with significant commercial land use under the jurisdiction of the City. Staff does not know if the project would have any effect on air quality. The committee stated that the project is larger than expected for this program and should continue to seek traditional TIP funding.
	128 Business Council	Area Shuttle and commuter preference survey	\$155,802	To fund a new shuttle in the Waltham business district in the vicinity of Totten Pond Rd. Staff asked if the shuttle may be redundant as it follows much of the same route as the existing route 70A MBTA bus service. The proposed shuttle may only take passengers away from the existing service, therefore, providing little to no air quality benefit. Committee would like to see the 128 Business Council formally ask the MBTA for route changes and possibly re-apply with a revised proposal during a future solicitation.
Total			\$4,344,238	