

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

December 2, 2010 Meeting

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

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

Decision

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

- approve Amendment One of the federal fiscal year (FFY) 2011 element of the FFYs 2011 – 2014 Transportation Improvement Program (TIP) for recommendation to the Boston Region Metropolitan Planning Organization (MPO)

Meeting Agenda

1. Public Comments

Hugh Mattison, resident of the Town of Brookline, and Michael Dukakis, the former governor of Massachusetts, advocated for the *Brookline – Carlton Street Footbridge* project. The governor voiced his comments at a point later in the meeting. He stated that the Carlton Street Footbridge has been a monument to civic neglect over the past 30 years. He then provided background on the project and reported that the Brookline town meeting recently voted to support the project with 89% in favor. The governor stated that the bridge is a major link to the Longwood Medical Area and is becoming an important part of the regional bicycle network. He also noted that the project could coincide with the Muddy River Restoration Project (dredging of the river will begin in 2011), and with improvements to the Yawkey commuter rail station. He asked the MPO to support the project in the FFY 2013 element of the TIP. The project is at the 25% design stage. (See attached handout.)

Ned Codd, MassDOT Planning, provided information to the footbridge proponents about how MassDOT's Enhancement process has been streamlined. MassDOT now conducts the review process to determine project eligibility as part of the project development process. Previously, applications for Enhancement funds were administered separately from the project development process. Now, applicants start the process by filing a Project Need Form and Project Information Form.

2. Chair's Report – Clinton Bench and David Mohler, MassDOT

Arnie Soolman, Director of Central Transportation Planning Staff (CTPS), is retiring after having worked 35 years for CTPS and 29 years as Director. The MPO will hold a coffee reception for him on December 16 at 10 AM, prior to the start of the MPO's regularly scheduled meeting. C. Bench invited all to attend.

3. Subcommittee Chairs' Reports

Eric Bourassa, Metropolitan Area Planning Council (MAPC), announced two upcoming How-To Seminars focusing on the MPO's Clean Air and Mobility Program. They will be held in Braintree and Arlington on December 8 and 15 respectively. (See attached flyer.)

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

The Advisory Council will meet on December 8. The agenda includes a presentation on the TIP and on the upcoming Clean Air and Mobility Program Seminars.

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

Next week, CTPS will run out of 5303 transit funds. All projects solely funded by transit monies will have to be put on hold until a new contract is processed. The staff who work on the affected projects will have to be reassigned to other projects. The MassDOT Office of Transportation Planning needs to act to prepare a new contract to make the funding accessible. In answer to members' questions, D. Mohler reported that work is underway to address the problem.

6. Amendment One to FFYs 2011 – 2014 Transportation Improvement Program – *Hayes Morrison, TIP Manager, MPO Staff*

Members were provided with tables showing the draft Amendment One of the FFY 2011 element of the FFYs 2011 – 2014 Transportation Improvement Program (TIP). (See attached.) One change was made to the amendment during the public comment period: the amount of the earmark for the *Quincy – Adams Green Design* project was adjusted to \$1 million from \$800,000.

Members were also provided with copies of the comments received during the public review period. (See attached.) The MPO received three comments expressing the following:

- The City of Quincy supports the amendment and the programming of the *Quincy – Adams Green Design* project.
- The Town of Hanover requests consideration for programming the *Hanover – Route 53 Reconstruction* project.
- The Regional Transportation Advisory Council supports the amendment and the *Medford – Interstate 93 Superstructure Replacement and Related Work* project. The Council provided an outline of its TIP priorities.

Members asked several question prior to voting on the amendment:

What is the status of the Hanover – Route 53 Reconstruction project? (Christine Stickney, Town of Braintree)

The project is included in the Long Range Transportation Plan. It is not programmed in the TIP due to issues of fiscal constraint and because the project adds capacity and would have to be included in the air quality analysis. It will be considered for programing in the FFYs 2012 – 2015 TIP. (H. Morrison)

Will the \$1 million for the Quincy – Adams Green Design project be programmed all in FFY 2011? Will the construction be funded with the same earmark? (Marie Rose, MassDOT Highway Division)

The design funds are all in the FFY 2011 element. The construction funds will come from the same earmark, which totals \$7.5 million. Construction will likely be programmed in the element that the MassDOT Highway Division predicts the project will be advertised. (H. Morrison)

Why are some of the Clean Air and Mobility Program projects listed in the TIP and others are not? (David Koses, City of Newton)

Projects are eligible for up to three years of funding. Shown are the TIP are projects with second year funding that had first year funding in the FFY 2010 element. (H. Morrison)

Will the selected Clean Air and Mobility Program projects be amended into the TIP? (D. Koses)

Yes. The current schedule has the Committee voting on this in early March. (H. Morrison)

A motion to approve Amendment One of the FFY 2011 element of the FFYs 2011 – 2014 TIP was made by John Romano, MassDOT Highway Division, and seconded by Jim Gillooly, City of Boston. The motion passed unanimously.

7. GreenDOT – Ned Codd, Director of Program Development, Office of Transportation Development, MassDOT

Members were provided with a copy of MassDOT's GreenDOT Policy Directive, the agency's environmental responsibility and sustainability initiative that was adopted in June. N. Codd gave a presentation on the topic. (See attached directive and PowerPoint presentation slides.)

The vision of GreenDOT is to make MassDOT a national leader in promoting sustainability in the transportation sector. The goals of the initiative are to reduce greenhouse gas (GHG) emissions; promote the healthy transportation modes of walking, bicycling, and public transit; and support smart growth development. MassDOT developed the GreenDOT initiative to take a coordinated approach to promoting sustainable practices as the state's transportation agencies were being integrated into MassDOT, and in response to state laws, policies, and initiatives. A major impetus was the passage of the state's Global Warming Solutions Act, which sets goals for the reduction of GHG emissions across the state's economy by 2020 and 2050.

Charts were provided (shown in the attached PowerPoint presentation slides) that show the potential GHG reductions that could be achieved in 2020 relative to a 1990 base year. The transportation sector is the largest GHG emitter in the state, and its emissions are projected to grow. To reduce those emissions and promote sustainability, MassDOT plans to integrate the GreenDOT goals into all its activities: transportation planning,

project prioritization and selection; project design; project construction; systems operations; facilities management; and customer service.

The GreenDOT goals will be integrated into MPOs' Long Range Transportation Plans and TIPs. MassDOT will provide a GHG reduction goal for the State TIP, not for individual MPO's TIPs. (This, however, does not preclude MPOs from setting their own specific reduction targets.) The aggregated GHG reductions from all the TIPs in the state will be measured relative to a No-Build case.

MassDOT will be supporting a Complete Streets philosophy for project design, an approach that accommodates all users of the transportation system. It will also develop a new training program for MassDOT and municipal employees to promote Complete Streets design principles. MassDOT will also create incentives for developers to follow those principles by requiring Complete Streets design as part of the eligibility requirements for Public Works Economic Development (PWED) and Transit Oriented Design (TOD) grants.

Recycled materials will be incorporated in project construction, new and rehabilitated facilities will be LEED certified, and construction vehicles on state projects will have retrofits to reduce emissions. Emission reductions will also come from retrofits to the MassDOT's transit fleet, the use of renewable energy for system operations, and ridematching and eco-driving initiatives.

MassDOT projects that, by following the GreenDOT principles, there could be a 7.3% reduction in GHG emissions by 2020 from the state's transportation sector relative to 1990 emission levels.

The next steps for MassDOT involve working with partners, including MPOs and regional planning agencies, to incorporate GreenDOT principles in the regional planning process.

Following N. Codd's presentation, members asked questions and made comments:

Will green construction add to the cost of roadway projects? (L. Wiener)

Some practices would reduce costs, such as on-site pavement recycling. (N. Codd)

Will the requirement for green construction measures be incorporated into bids for projects? (L. Wiener)

Yes. The MassDOT Highway Division has been incorporating those items (such as the need for recycled pavement and materials), ensuring that they meet standards, and identifying steps to increase the use of these practices over time. (N. Codd)

Does the less than 1% projected reduction in GHG emissions that would result from implementing the GreenDOT policy goal of "promoting healthy transportation modes of walking, bicycling, and public transit" assume that there is no growth in the transit mode

share? (See slide #15 on attached PowerPoint presentation.) (Paul Regan, MBTA Advisory Board)

No. The figure refers to what can be attributed to those actions alone. Although the figure is low, it is compared to a No-Build case and the reduction is better than it would be under a “business as usual” case with rising vehicle miles travelled. (N. Codd)

What is transit’s role in GreenDOT? It doesn’t seem to be explicit. How does MassDOT accommodate transit oriented development? (P. Regan)

MassDOT requires developers to design sites and on-road improvements in a manner consistent with a Complete Streets approach, which requires consideration of transit users. During the project permitting process, MassDOT does look for opportunities to improve transit accommodation. (N. Codd)

P. Regan urged MassDOT to accommodate projects that are sustainable in the context of increasing transit mode share and transit ridership. N. Codd assured him that those considerations would be comprehensively included.

What is the main issue that needs to be overcome so that emissions from the transportation sector do not continue on the current upward trajectory? (J. Gillooly)

There are three issues: the efficiency of vehicles; the carbon content of fuels; and traveler behavior. There are federal and state regulations addressing the first two items. The GreenDOT policy is an attempt to address the third and to give people options for reducing their vehicle miles travelled. (N. Codd)

Will expansion projects or those without transit, bicycle, or pedestrian accommodations be less likely to move forward as a result of the GreenDOT policy? (D. Koses)

The idea is to have a good balance of projects. Expansion and safety projects would be balanced with other transit and multi-modal projects that reduce GHG emissions. (N. Codd)

Lourenço Dantas, Massachusetts Port Authority, noted that the type of projects described by D. Koses would not score high if the MPOs use GHG reduction as a criterion for project evaluation. N. Codd noted that the GHG reductions are driven by state law and that the overall reduction would be attributed to a mix of projects and the travel patterns that result from them. He noted that it will be challenging to counter the trend of rising vehicle miles travelled. MassDOT recognizes that there will have to be some flexibility for MPOs that may have to program projects that temporarily increase GHG emissions. Having a statewide GHG reduction target (rather than targets for each individual MPO) allows for that flexibility.

Two big upcoming projects in the Boston region are the Route 128 Add-a-Lane project and the Route 2 (Crosby’s Corner) project. What does that mean for this MPO? Do we need to select other projects to balance the emissions that would result from them? (D. Koses)

That is a decision for the MPO to make. The state is not imposing targets on individual MPOs. (D. Mohler)

What level of LEED certification will MassDOT be aiming for on projects? Reaching the higher LEED levels could increase construction costs. (Tom Bent, City of Somerville)

All new projects or rehabilitations that are 50,000 square feet or more will be LEED certified. MassDOT will look for opportunities on a case-by-case basis to improve LEED certification levels. (N. Codd)

Pollutants that wash off roads are an environmental concern. Is MassDOT considering requiring all new roads to have berms to separate pollutants before they enter waterways? (M. Pratt)

Yes, MassDOT is developing a new storm water plan. (D. Mohler)

Does the GreenDOT policy requiring contractor vehicles to be retrofitted with emission control devices apply only to MassDOT vehicles? (C. Stickney)

Yes, MassDOT requires construction vehicles working on MassDOT jobs to have diesel retrofits. (N. Codd)

8. Plan Update – Anne McGahan, Long Range Transportation Plan Manager, MPO Staff

Members were provided with a draft of Chapter One of the Needs Assessment for the new Long Range Transportation Plan (LRTP), *Paths to a Sustainable Region*, for review. Chapter One provides an overview of the LRTP needs assessment, an explanation of how the corridors were selected for the needs assessment, an outline of the information each corridor, and two appendices to the needs assessment (one of which includes information on MetroFuture). J. Gillooly asked staff to include an inset map showing Boston Proper in greater detail.

A. McGahan then provided members with an overview of items that were changed in the draft North Corridor Needs Assessment Chapter, which was first presented to members at the meeting of November 18. The changes, requested by members, include the addition of information on the number of federal-aid eligible road miles in the corridor, catchment areas for pedestrian access to transit stations and bus stations compared to population density, detail on bicycle and pedestrian travel, and detail on transit crowding, mobility and service reliability. The list of the universe of projects and programs was removed from the chapter; the universe will be included as a separate document.

D. Mohler asked staff to check the information on pedestrian catchment areas, as well as what appeared to be an anomaly on a chart showing commuter rail ridership. He asked staff to make footnotes to explain any apparent anomalies that show up on charts. He also raised questions about a table depicting bus schedule adherence and asked if staff has load factors for the buses. Liz Moore, MPO Staff, stated that staff does have load factors and those figures could be added to the table.

D. Mohler then raised a question about a chart that provides information on sidewalk coverage compared to the number of residents who walk to work (from Journey to Work census data), and asked if the chart indicated that there was causality between those

pieces of data. A. McGahan noted that staff does not have the information to draw that conclusion. Members agreed that the information in the chapter was still useful to include.

D. Mohler also asked how staff was determining the division of roadway segments in a speed index chart. A. McGahan replied that the speed index is “smoothed out” over the larger roadway section. There may be segments along the road with differing speed indices. This approach was taken to identify needs within corridors. L. Dantas suggested adding a figure to complement the speed index table; the figure would include information from the Congestion Management Process (CMP) that shows the speed index from the specific roadway segments.

Members were asked to return comments on Draft Chapter One and the North Corridor chapter to A. McGahan by December 7.

Jim Gallagher requested that the draft text that staff is working on be posted on the MPO’s website so that members of the public can make suggestions as well. L. Dantas expressed concern that posting the draft chapter now would be confusing. He pointed out that the text has not yet been approved by the MPO, and that the staff has only prepared one portion of the document so far. A. McGahan added that the MPO will be releasing the full needs assessment for public review in January. The MPO is on an aggressive schedule that would make it difficult for staff to incorporate public comments before the official public comment period. Following a discussion, members agreed to wait until the official public comment period to post the document.

9. FFYs 2012 – 2015 TIP Update – *Hayes Morrison, TIP Manager, MPO Staff*

Members were provided with a revised schedule and outreach proposal for the development of the FFYs 2012-2015 Transportation Improvement Program (TIP). (See attached.)

In response to a discussion at the meeting of November 18 about whether the MPO should continue holding Municipal TIP Input Days (in light of the fiscal conditions facing the MPO and the information presented at the event), staff presented a proposal that would eliminate that annual event while providing for public involvement in a more deliberate way. Staff proposed to instead ask municipal project proponents to use the online Project Information Form as the primary way to submit and update information about their priority transportation projects.

Municipalities will be asked to work closely with staff to make sure all information is included and accurate. The project evaluations will then be used as a basis for identifying a “first tier” project list. Staff will prepare a draft staff recommendation and Committee members would discuss this recommendation and the first tier list of projects at one of their meetings. All Committee meetings are open to the public. This method would refocus the role of staff and members in the TIP development process, reinforcing staff’s role in information gathering and evaluation and allowing the Committee to concentrate its work on decision making regarding transportation funding on a regional level.

Members discussed this proposal.

Richard Reed, Town of Bedford, proposed that, in place of Municipal TIP Input Day, the MPO hold an event in which municipal project proponents could set up displays about their projects and interact with MPO members. This event would provide an opportunity for state legislators to see the array of projects for which municipalities are seeking funding, whereas at the Municipal TIP Day events legislators generally come to support individual projects. R. Reed noted that there is not a good appreciation of the financial limitations facing the MPO, and that the MPO needs to increase awareness among project proponents and legislators about how competitive the MPO's project selection process is due to those limitations. D. Koses added his support to the idea and suggested that prior to the event the MPO should give a presentation on the MPO's fiscal condition.

Other members expressed support for staff's proposal:

L. Wiener noted that staff has the ability to evaluate all the project proposals in a uniform way so that members can compare the proposals fairly. She suggested that the MPO have a discussion about the MPO's priorities for project evaluation.

G. Esty reminded members about the careful thought that went into developing the TIP criteria. She expressed concern that the alternate event asking municipalities to set up displays could result in projects being selected based on popularity rather than based on the TIP criteria.

Marie Rose, MassDOT Highway Division, also expressed support for staff's proposal.

E. Bourassa expressed support for staff's proposal as long as the MPO updates its TIP How-To Seminars to adjust to the new informational needs resulting from this new process and the information from the Long Range Transportation Plan.

L. Dantas expressed support for staff's proposal and remarked upon the value of having staff evaluate and narrow down the projects for the MPO's review.

A concern was raised about the staff proposal, however. T. Bent expressed concern about a potential lack of public dialog if municipal project proponents do not have "face time" with the MPO members. H. Morrison and Pam Wolfe, Manager of Certification Activities, MPO staff, noted that all municipalities in the region would be able to discuss their project(s) directly with the members at the meeting(s) scheduled to discuss the draft staff recommendation and the first tier projects list. Hopefully, the evaluations and municipalities' preceding discussions with staff would make it clear that the information collected for the members is current and accurate. Municipalities will be able to understand the reasons projects are included in the draft staff recommendation and the first tier list.

Members also made the following suggestions about the TIP development process:

D. Koses suggested that the MPO move the MPO elections until after the annual vote on the TIP, so that elected members can complete a full TIP cycle and any new member(s) would be allowed time to become familiar with the process and information before casting a vote. T. Bent expressed agreement.

C. Stickney expressed interest in still receiving the project information that staff provides to members for Municipal TIP Input Days. H. Morrison noted that the information would still be available online and that production of the TIP Project Information Forms could still take place. Further planning on this will take place in early 2011.

L. Wiener suggested that during the TIP How-To Seminars staff have informational appointments with individual municipalities to assist proponents with filling out the PIFs. H. Morrison noted that staff has provided this assistance to proponents in the past.

T. Kadzis suggested that the MPO not talk in terms of eliminating Municipal TIP Input Days permanently, but rather for the time being. He suggested that the MPO vote on the TIP in June. T. Kadzis also suggested taking an approach that would align the expectations of project proponents to the reality of the MPO's fiscal condition. This would involve communicating to municipal project proponents how long it would take to get a project programmed on the TIP.

T. Bent suggested making attendance at a TIP How-To Seminars a requirement for municipal project proponents.

R. Reed suggested renaming the TIP How-To Seminars to better reflect the new content.

D. Mohler advised staff to develop a proposal regarding the criteria for selecting the first tier projects and to present it to the MPO.

Members discussed the issue municipalities are facing about whether to spend their funds on project design when their ability to secure TIP funding may be uncertain. If the MPO takes the approach of developing a first tier of projects, municipalities will have an indication as to whether they have a chance of receiving MPO funding, or whether they should look elsewhere for project funding or possibly review their project(s) to better address the MPO evaluation criteria.

G. Esty raised the issue that some municipalities believe that funding exists for their projects if they are listed in the state's bond bill. She noted that the MPO should do something to clarify to proponents that the listing does not guarantee immediate funding.

10. Members Items

Joe Cosgrove, MBTA, announced that the MBTA will be holding public workshops regarding the draft Capital Investment Program (CIP) starting next week. A public hearing will be held on December 16 at 6:30 PM at the State Transportation Building. Staff will circulate the meeting schedule.

11. Adjourn

A motion to adjourn and convene the MPO meeting was made by J. Romano, and seconded by P. Regan. The motion passed unanimously.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, December 2, 2010, 10:00 AM

Member Agencies

MassDOT

MassDOT Highway

City of Boston

City of Newton
City of Somerville
Massachusetts Port
Authority
MAPC

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
Clinton Bench
Marie Rose
John Romano
Jim Gillooly
Tom Kadzis
David Koses
Tom Bent
Lourenço Dantas

Eric Bourassa
Eric Halvorsen
Joe Cosgrove
Paul Regan
Laura Wiener
Steve Olanoff
Richard Reed
Christine Stickney
Ginger Esty
Mary Pratt

MPO Staff/CTPS

Mike Callahan
Maureen Kelly
Anne McGahan
Liz Moore
Hayes Morrison
Sean Pfalzer
Karl Quackenbush
Arnie Soolman
Alicia Wilson
Pam Wolfe

Other Attendees

Rick Clarke
Ned Codd
Michael Dukakis

Jim Gallagher
Erin Kinatan
Hugh Mattison
Kevin McHugh
Tom O'Rourke

Chris Reilly
Bryan Slack

Town of Ipswich
MassDOT Planning
Former Governor, Brookline
resident

MassDOT District 6
Brookline resident
Coneco Engineers and Scientists
Neponset Valley Chamber of
Commerce
Town of Lincoln
MassDOT District 3

CARLTON STREET FOOTBRIDGE, Brookline



Background

Built in 1894 as an entrance to Frederick Law Olmsted's Emerald Necklace Park System, the Carlton Street Footbridge links the Longwood residential area in Brookline with Boston's expanding Longwood Medical Area.

Current Status

Closed since the mid 70's because of poor maintenance, the Town of Brookline has applied for a Transportation Enhancement grant of \$1.1 million (TIP ID 1308, Pre-TIP Enhancement) which includes handicap accessibility.

Planned Area Projects



Restoration would accomplish in this one modest project a number of MPO Policies including encouraging "transportation choices that promote a healthy lifestyle, such as walking and bicycling", and a Metrofuture goal of increased "bicycle, pedestrian and transit accessibility and safety."

Reasons to Support

- 1) Links to existing Muddy River Bike Path, a popular bike and pedestrian commuter route,
- 2) Matches goal of the Boston Region's Pedestrian Transportation Plan 2010 by closing a gap in the pedestrian network,
- 3) Coincides with Muddy River Restoration Project which should begin near Landmark Center in 2011,
- 4) Complements pedestrian/bicycle connector under Park Drive to serve as a direct link between the Riverway Park, Landmark Center (which is planning a major expansion – Landmark Center North), and the expansion of the Yawkey Commuter Rail Station.

Brookline has requested that the MPO consider programming Construction Funding in Federal FY 2013. This schedule would dovetail with a number of other transportation-related or scheduled projects to be in process at the same time.

More details - Bill Smith, Brookline DPW Project Manager, 617-730-2156,
bill_smith@town.brookline.ma.us Nov. 2010



Clean Air and Mobility Program How-To Seminars

The Boston Region Metropolitan Planning Organization (MPO) is seeking applications for the Clean Air and Mobility Program to fund projects that improve air quality and mobility, and reduce congestion, in the region using federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds (\$2 million in federal fiscal year 2011). The deadline for proposals for funding in the Clean Air and Mobility Program is February 1, 2011. The MPO will hold two public How-To Seminars in December at the following locations to explain the program and answer questions:

Wednesday, December 8

Braintree Town Hall, Cahill Auditorium

1 JFK Memorial Drive, Braintree

9:00 AM

Wednesday, December 15

Arlington Town Hall, Selectmen's Hearing Room (2nd Floor)

730 Massachusetts Avenue, Arlington

5:30 PM

For more information, visit the MPO's website:

www.bostonmpo.org/cleanair.

To request accommodation, such as an interpreter, please contact the Boston Region MPO at: **VOICE:** 617.973.7100, **TTY:** 617.973.7089, **FAX:** 617.973.8855, **E-MAIL:** Mike Callahan at mcallahan@bostonmpo.org.

DRAFT Amendment One

FFY 2011 Element

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>
Concord & Lincoln	602984 Route 2 (Crosby's Corner)	\$8,000,000	\$2,000,000	\$10,000,000
Milford	606142 Route 16 Intersection Improvements	\$2,800,000	\$700,000	\$3,500,000
Somerville	604331 Somerville Community Path, Phase 1	\$2,790,089	\$697,522	\$3,487,611
		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region	456661 Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000
	<i>Acton Acton Shuttle Year 2</i>	<i>\$99,913</i>	<i>\$19,983</i>	<i>\$119,896</i>
	<i>Boston Boston Bike Maps Year 2</i>	<i>\$30,000</i>	<i>\$6,000</i>	<i>\$36,000</i>
	<i>Hull Hull Ferry Service Year 2</i>	<i>\$33,116</i>	<i>\$6,623</i>	<i>\$39,739</i>
Congestion Mitigation and Air Quality Improvement Program Total		\$15,190,089	\$3,797,522	\$18,987,611
		<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	087800 Route 128 Improvement Program Contract 3, Year Five of Six	\$4,800,000	\$1,200,000	\$6,000,000
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4, Year Three of Six	\$9,600,000	\$2,400,000	\$12,000,000
National Highway System Total		\$14,400,000	\$3,600,000	\$18,000,000

Surface Transportation Program

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984 Route 2 (Crosby's Corner)	\$831,590	\$207,897	\$1,039,487
Hudson	604812 Route 85	\$8,651,584	\$2,162,896	\$10,814,480
Marshfield	604915 Route 139	\$4,546,128	\$1,136,532	\$5,682,660
Surface Transportation Program Total		\$831,590	\$207,897	\$17,536,627

DRAFT Amendment One

FFY 2011 Element

FEDERAL-AID TARGET PROJECTS cont.

Highway Safety Improvement Program (HSIP) Project			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$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>		<i>\$4,296,710</i>

Surface Transportation Program/Enhancement			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Ipswich	604945	North Green Improvements (Construction)	\$860,988	\$215,247	\$1,076,235
Surface Transportation Program/Enhancement Total			\$860,988	\$215,247	\$1,076,235

Total Regional Target Programming **\$59,897,183**
Boston Region MPO Regional Target with State Match *\$59,897,183*

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston	604871	Huntington Ave/Symphony Area Streetscape Constriction (HPP 447)	\$2,140,232	\$535,058	\$2,675,290
Boston	604871	Huntington Ave/Symphony Area Streetscape Construction (HPP 1811)	\$820,080	\$205,020	\$1,025,100

High-Priority Projects (SAFETEA-LU)			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston	605791	Warren St/Blue Hill Ave Construction (HPP 2129)	\$240,000	\$60,000	\$300,000
Boston		Northern Avenue Bridge Design (HPP 4271)	\$800,000	\$200,000	\$1,000,000
Boston		Rutherford Ave Design (HPP TI 174)	\$2,400,000	\$600,000	\$3,000,000
Boston		Sullivan Square, Phase 1 Design (HPP 3568)	\$897,498	\$224,375	\$1,121,873
Boston		North Washington St Bridge Design (HPP 2586)	\$1,760,000	\$440,000	\$2,200,000

Quincy	606235	Adams Green Design (HPP 4272)	\$800,000	\$200,000	\$1,000,000
Somerville	604331	Somerville Community Path Design and Construction (HPP 2782)	\$809,911	\$202,478	\$1,012,389
Somerville	605219	Improvements to Broadway in Somerville Construction (HPP 431)*	\$1,987,798	\$496,950	\$2,484,748
Somerville		I-93 Mystic Avenue Interchange Study (HPP 792)	\$359,000	\$89,750	\$448,750
Somerville	604778	Union Square Improvements Study (HPP 999)	\$73,961	\$18,490	\$92,451
Walpole	605187	Washington St Construction (HPP 2431)	\$1,259,860	\$314,965	\$1,574,825
Weymouth	601630	Route 18 Design (HPP 1236)	\$1,336,000	\$334,000	\$1,670,000

Section 117			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Somerville		Adaptive Reuse and Streetscape Improvements Construction	\$350,000		\$350,000

PLHD Awards (2003)			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Boston		Long Island Pier Improvements	\$198,700		\$198,700

DRAFT Amendment One

FFY 2011 Element

FEDERAL AID NON-TARGET PROJECTS cont.

Section 112

Cambridge	605684	Kendall Square/Broadway Streetscape Construction	\$750,000	\$0	\$750,000
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
Transportation Community and System Preservation (TCSP)			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Cambridge	606116	Longfellow Bridge Gateway Improvements	\$889,200	\$222,300	\$1,111,500
High-Priority Projects Total			\$18,344,640	\$4,261,485	\$22,606,125

*Additional money to be provided from outside sources

FEDERAL-AID BRIDGE PROJECTS

Bridge			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Hudson	604006	Houghton St over the Assabet River	\$2,033,058	\$508,264	\$2,541,322
Newton	605106	Hammond St over the MBTA	\$739,912	\$184,978	\$924,890
Wayland	602723	Pelham Island Road over the Sudbury River	\$2,505,648	\$626,412	\$3,132,060
Bridge Total			\$5,278,618	\$1,319,654	\$6,598,272

Advance Construction Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	Previous Programming
Boston	604517	Chelsea Street Bridge	\$8,000,000	\$2,000,000	\$10,000,000	
Boston	603370	Route 99 (Alford Street) over Mystic River	\$9,600,000	\$2,400,000	\$12,000,000	\$15,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$1,600,000	\$400,000	\$2,000,000	\$4,500,000
Lynn & Saugus	26710	Route 107 (Fox Hill) Bridge, Year Five	\$400,000	\$100,000	\$500,000	\$4,000,000
Advance Construction Bridge Total			\$19,600,000	\$4,900,000	\$24,500,000	

Accelerated Bridge Program - Federal Aid GANs Projects**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston/Cambridge	604361	Longfellow Bridge (Cambridge Street over the Charles River)			\$281,496,436
Boston	603654	Morton Street over the MBTA	\$8,794,014		\$8,794,014
Medford	606255	Interstate 93 Superstructure Replacement and Related Work			\$70,000,000
Quincy/Weymouth	604382	Fore River Bridge (Route 3A over the Fore River)			\$310,000,000
Accelerated Bridge Program Total					\$670,290,450
Federal-Aid Bridge Total					\$701,388,722

**GANs conversion to federal aid to begin in 2015

Public Comments on the Draft Amendment One to the FFYs 2011-14 TIP

Date	Affiliation/Name	Comment	MPO Action
11/17/2010	Dennis E. Harrington, Planning Director, City of Quincy	Expresses support for Amendment One to the FFYs 2011-14 Transportation Improvement Program (TIP). States that the amendment will enable the City of Quincy to access a SAFETEA-LU High Priority Project (HPP) earmark to begin the design of multimodal improvements associated with the future Adams Green public space. This project is one component of the city's effort to redevelop its downtown.	
11/22/2010	Steve Rollins Hanover Town Manager	Asks that the TPPC consider funding the Route 53 Reconstruction project. It is the final phase of the Route 53 projects and the approximate cost is \$986,520. Notes that there is not many South Shore projects currently on the FFYs 2011-14 TIP.	
11/23/2010	Antonio Loura, Chairman, Hudson Board of Selectmen	Expresses support for Amendment One to the FFYs 2011-14 TIP. States that the amendment is consistent with the Advisory Council's priorities of improving mobility for people and goods, and improving safety. Notes that the replacement of several superstructures on Interstate 93 in Medford is especially supportive of these priorities.	



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

November 17, 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

NOV 18 2010

RE: Draft Amendment to the FFY 2011-2014 Transportation Improvement Program

Dear Secretary Mullan:

The City of Quincy would like to comment on the draft amendment to the FFY 2011-2014 Transportation Improvement Program (TIP). This amendment will enable the City of Quincy to access a SAFETEA-LU High Priority Project (HPP) earmark (#4272) to begin the design of multimodal improvements associated with the future Adams Green public space. This earmark was previously programmed for the construction of the Quincy Center Concourse Phase II project, which is now being funded under the American Recovery and Reinvestment Act (ARRA).

With a 2009 Transit Oriented Development grant from the Commonwealth, the City procured Halvorson Design Partnership to develop a schematic design for a contiguous public space that incorporates Hancock Street between the United First Parish Church and City Hall into the existing park between City Hall and the Quincy Center MBTA Station. The preferred design alternative calls for the southerly portion of Hancock Street—from approximately 288 feet south of the Hancock Street/Saville Road intersection to approximately 150 feet south to approximately 280 feet south of the entrance of Old City Hall at the Hancock Cemetery—to be discontinued for vehicular traffic

Over the past few years, the City of Quincy has undertaken a significant effort to redevelop its downtown. One of the goals of the City's redevelopment strategy is the creation of new and enhanced public spaces to promote lively, walkable streets. "Adams Green" represents the heart of the new Quincy Center by recreating a public space in the location of the original town green.

The City of Quincy looks forward to working with the Boston Region MPO and the Massachusetts Department of Transportation throughout the design and implementation of the Adams Green multimodal improvement. Your effort to help make the Adams Green project come to fruition is greatly appreciated.

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

Sincerely,

A handwritten signature in cursive script that reads "Dennis E. Harrington".

Dennis E. Harrington,
Planning Director

Hayes Morrison

From: selectmen@hanovermass.com
Sent: Monday, November 22, 2010 9:32 AM
To: MPO-Morrison Hayes
Subject: Public comment

Hayes,

My comment would be to not forget our final Rt 53 reconstruction last listed at costing \$986,520.
I would point out that there are not a lot of South Shore projects being funded.
The Adams green design doesn't count.

Thank you.

Steve Rollins
Hanover Town Manager

REGIONAL TRANSPORTATION ADVISORY COUNCIL



November 23, 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 1 to the 2011 Element of the Federal Fiscal Years 2011-2014
Transportation Improvement Program

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.

The Advisory Council discussed the proposed amendment to the federal fiscal year (FFY) 2011 element of the 2011-14 TIP at its meeting on November 10. The Advisory Council supports the draft amendment because it is consistent with the Advisory Council's priorities of improving mobility for people and goods, and improving safety. The proposed project to replace several superstructures on Interstate 93 in Medford is especially supportive of these priorities.

The Advisory Council has set forth five priorities for TIP programming. These priorities guide the Advisory Council's evaluation of the TIP; they include the following:

- Mobility improvements for people and goods
- Regional benefit and connectivity
- Safety
- Modal split balance
- Support of economic development

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



GreenDOT Policy Directive

"Consistent with Governor Patrick's leadership on greenhouse gas emissions and sustainability issues, MassDOT is pleased to adopt our GreenDOT policy, a comprehensive environmental responsibility and sustainability initiative designed to make us a national leader in greening the state transportation system."

Secretary Jeffrey B. Mullan

GreenDOT will be driven by three primary goals:

- Reduce greenhouse gas (GHG) emissions;
- Promote the healthy transportation options of walking, bicycling, and public transit
- Support smart growth development

We believe that, with this policy, we are the first DOT in the United States to adopt specific targets to reduce GHG.

Through the GreenDOT policy, MassDOT will promote sustainable economic development, protect the natural environment, and enhance the quality of life for all of the Commonwealth's residents and visitors ***through the full range of our activities, from strategic planning to construction and system operations.***

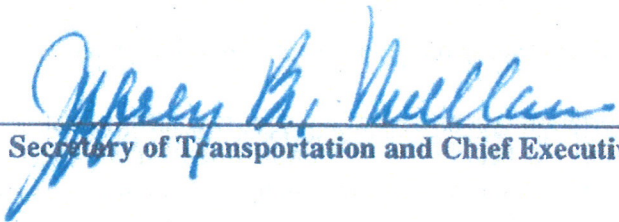




Policy: P-10-002

Date: June 2, 2010

POLICY DIRECTIVE



Secretary of Transportation and Chief Executive Officer

GreenDOT is the Massachusetts Department of Transportation's sustainability initiative.

GreenDOT Vision: The Massachusetts Department of Transportation will be a national leader in promoting sustainability in the transportation sector. Through the full range of our activities, from strategic planning to construction and system operations, MassDOT will promote sustainable economic development, protect the natural environment, and enhance the quality of life for all of the Commonwealth's residents and visitors. This will enable MassDOT to use resources in a manner that serves its existing customers while preserving our resources for future generations.

State Policy Context. GreenDOT is designed to support implementation of the following existing state laws, Executive Orders, and MassDOT policies:

- Climate Protection and Green Economy Act (Mass. Gen. L. c. 21N)
- Green Communities Act (Chapter 169 of the Acts of 2008)
- Healthy Transportation Compact (section 33 of Chapter 25 of the Acts of 2009)
- Leading by Example (Executive Order of Governor Patrick, no. 488)
- MassDOT's youMove Massachusetts planning initiative
- The "Complete Streets" design standards of the 2006 MassDOT Highway Division Project Development and Design Guide, as amended

Three GreenDOT Goals. The following three mutually-reinforcing goals form the foundation of GreenDOT:

- Reduce greenhouse gas (GHG) emissions
- Promote the healthy transportation modes of walking, bicycling, and public transit
- Support smart growth development

GreenDOT Policy. MassDOT will pursue the GreenDOT Vision and achieve the three GreenDOT goals by making sustainability an integral part of every MassDOT employee's job, and by integrating these objectives into our organizational vision and mission.

- We will address short- and long-term greenhouse gas emissions at every stage of design, construction, and operation of our transportation system in order to minimize climate disruption and its effects on the environment and on our customers.
- We will consider the needs of all our customers, regardless of mode choice or ability, in the design and operation of MassDOT transportation facilities. We will be guided by the MassDOT Complete Streets design philosophy articulated in the Highway Division Project Development and Design Guide and the principles of safe and full access to and within transit, rail, and other transportation facilities.
- We will distribute staff resources and define department objectives in a manner that ensures adequate attention to all customers and modes.
- We will design, build and operate our transportation system so that it supports smart growth development; this in turn will facilitate travel by the healthy transportation modes of walking, bicycling, and public transit; improve air quality; preserve the environment; and enhance quality of life for all of our customers.
- We will measure our performance toward the GreenDOT goals with a robust set of performance measures that evaluate sustainability and service to our customers – the users of our transportation facilities.

MassDOT will pursue the GreenDOT Policy with the objective of achieving the greenhouse gas emissions reductions specified in Exhibit A to this Policy Directive. Exhibit B to this Policy Directive sets forth an initial list of specific steps that MassDOT has taken, or will take, in order to achieve these reductions. This list is illustrative only, and will be updated as appropriate to reflect new technologies and new MassDOT policies that support the GreenDOT goals.

Exhibit A: Specific Targets

GreenDOT policy implementation will be guided by a target for greenhouse gas reductions under the Climate Protection and Green Economy Act (Mass. Gen. L. c. 21N), which Governor Deval Patrick signed into law in August 2008. This law will make Massachusetts one of the first states in the nation to move forward with a comprehensive regulatory program to address climate change. The law requires the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, to set economy-wide greenhouse gas (GHG) emission reduction goals for Massachusetts to achieve:

- By 2020, a reduction of between 10 percent and 25 percent below statewide 1990 GHG emission levels, which were 94.4 million metric tons of CO2 equivalent (MMTCO2e); and
- By 2050, a reduction of 80 percent below statewide 1990 GHG emission levels.

The following is a summary of the projected reductions in greenhouse gas emissions levels that are expected to result from the GreenDOT Policy.

GreenDOT Policy Projected GHG Reductions in 2020 and 2050, in million metric tons of CO2 equivalent (MMTCO2e)

Comparison Conditions			
1990 Baseline Case – Economy-wide GHG Emissions			94.4
1990 Baseline Case – Transportation Sector GHG Emissions			28.9
GreenDOT Policy Goals	2020 (% below 1990 level)	2050 (% below 1990 level)	Notes and Assumptions
Reduce Greenhouse Gas Emissions	1.53 (5.3 %)	1.65 (5.7 %)	Reduced GHG emissions from construction and operations, more efficient fleets, travel demand management programs, eco-driving, and mitigation of development projects
Promote Healthy Transportation Modes of Walking, Bicycling and Public Transit	0.20 (0.7 %)	0.37 (1.3 %)	Reduced automobile travel resulting from MassDOT transportation investments that improve pedestrian, bicycle, and public transit infrastructure and operations
Support Smart Growth Development	0.38 (1.3 %)	1.53 (5.3 %)	Reduced automobile travel that is enabled by denser, smart growth development patterns
GreenDOT Subtotal	2.11 (7.3 %)	3.56 (12.3 %)	

The GreenDOT Policy is expected to result in the following GHG emissions reductions:

- By 2020, the proposed GreenDOT Policy would produce a reduction of 7.3 percent below 1990 transportation GHG emissions.
- If left unchecked by GreenDOT and other GHG reduction policies of the Commonwealth and the Federal government, transportation GHG emissions would be expected to increase to 34.4 MMTCO_{2e} by 2020, a 19.0 percent increase from 1990 levels. Instead, according to EOEEA, the GreenDOT Policy, combined with other state and federal government policies, is expected to reduce 2020 transportation GHG emissions by almost 30 percent below the “business as usual” level of 34.4 MMTCO_{2e}.
- The GreenDOT Policy measures extrapolated to 2050 are expected to reduce transportation GHG emissions by a total of 12.3 percent below 1990 levels. This reflects only the further GHG reductions resulting from those policies that are within MassDOT’s direct control, such as impacts of travel behavior that are shaped by MassDOT project priorities, MassDOT design and construction practices, and MassDOT fleet emissions. In order to meet the 80 percent GHG emissions reduction called for in the Climate Protection and Green Economy Act, many other changes in the transportation sector that lie outside MassDOT’s direct control are necessary. These changes relate largely to the issues of vehicle efficiency, fuel type, and pricing of fuel and emissions. The Commonwealth of Massachusetts will continue to work with other states and the Federal government in order to facilitate the changes that will be required in these areas.

Exhibit B

The following is a summary of the specific measures, initiatives, and programs that MassDOT will implement and is implementing in order to affect the GreenDOT Policy. In this way, the GreenDOT Policy is supported through all of MassDOT's activities, from long-range planning through system operation and maintenance, and it informs decision-making throughout MassDOT. This list is illustrative only, and will be updated as appropriate to reflect new technologies and new MassDOT policies that support the GreenDOT goals.

Statewide and Regional Long-Range Planning

- Statewide planning documents (including the Strategic Plan and Capital Investment Plan) and the Metropolitan Planning Organization's (MPO) long-range Regional Transportation Plans (RTPs) will integrate the three GreenDOT Goals. These planning documents will evaluate GHG emissions and ensure that GHG emissions are reduced over time, consistent with the Climate Protection and Green Economy Act.

Project Prioritization and Selection

- Regional Transportation Improvement Programs (TIPs) and State Transportation Improvement Program (STIP) will include an evaluation of overall greenhouse gas emissions from the project programs, and will need to be developed in a manner that fits into an overall state greenhouse gas reduction target. This will require that the MPOs and MassDOT balance highway system expansion projects with other projects that support smart growth development and promote public transit, walking and bicycling.

Project Design and Construction

Complete Streets

- Pedestrian and Bicycle Accommodation. All MassDOT projects must include accommodation of pedestrians and bicycles per the MassDOT Highway Division Project Development and Design Guide.
- Online Plans. Plans for all MassDOT projects will be posted online at 25 percent design review, along with a basic project checklist that includes measures of pedestrian and bicycle accommodation.
- Pedestrian and Bicycle Safety Education. The RMV is updating its educational and licensing materials to increase focus on safety for pedestrians and bicyclists.
- Permit Requirements. Recipients of highway access permits will be required to adhere to Highway Division Project Development and Design Guide standards on Complete Streets design.
- Grantee Obligations. Recipients of state discretionary funding, such as Public Works Economic Development (PWED) and the Transit-Oriented Development (TOD) Bond Program funds, will be required to adhere to Highway Division Project Development and Design Guide standards on Complete Streets design.

Rail Transportation

- MBTA System Improvements. The MBTA is working enhance subway and commuter rail service, which will increase transit system capacity, enable a mode shift from auto to transit travel, and reduce greenhouse gas emissions. Major projects include the Green Line Extension, Fitchburg Line Improvements, Fairmount Line Improvements, Framingham/Worcester Line service improvements, the South Coast Rail Project, and South Station Track Expansion, which will facilitate increased commuter rail service.
- Knowledge Corridor Improvements. Using \$70 million in Federal funds from the FRA's High Speed and Intercity Passenger Rail (HSIPR) program, MassDOT is working with Pan Am Railways to upgrade the Connecticut River rail line to enable Amtrak service to shift back to this corridor. This will also support service along the Inland Route (from Boston to Springfield via Worcester) to Montreal.
- CSX Freight Rail Improvements. The Commonwealth will purchase property rights on the Boston to Worcester rail line from CSX Transportation. CSXT will concentrate its freight rail operations to the west; MassDOT and CSXT will work together to enable double-stack rail clearances from the New York border to Westborough. This will increase the freight rail capacity of the CSXT line, and increase the potential for additional commuter service while also taking control of dispatching and maintenance of the line.
- Pan Am Southern Rail Line. This joint venture of Pan Am Railways and Norfolk Southern will bring a second Class I railroad to the Commonwealth, and will entail the rehabilitation of the Pan Am Southern Main Line between Ayer and Mechanicville, NY. The partnership will rehabilitate 138 miles of track, increase the line's weight capacity, replace ties, and add just over 35 miles of new rail. The \$47.5 million effort that began in 2009 and is expected to be completed in 2010 is one of the largest new private investments in the Commonwealth's rail system in decades.
- MassDOT Freight and Rail Plan. This ongoing MassDOT planning initiative will produce a comprehensive multi-modal freight plan and a state rail plan with a vision for the future and a program of improvement priorities. This will put the Commonwealth in good position to receive federal rail funding and enter into public-private partnerships to improve freight and rail infrastructure, facilitate economic development, and enhance the environment and quality of life for Massachusetts residents.

Bicycle and Pedestrian Transportation

- Transportation Enhancements (TE) Program. In order to revitalize the Massachusetts TE program, MassDOT is streamlining the TE application process, conducting early screening for technical feasibility of TE projects, and enabling greater technical support for TE projects.
- Bay State Greenway (BSG). MassDOT is mapping this 740-mile network of seven statewide on- and off-road bicycle corridors, a key recommendation of the 2008 Massachusetts Bicycle Transportation Plan, and will promote it as the state's bicycle network vision. MassDOT has identified an additional 100 miles of high priority BSG shared-use paths that connect to urban areas and/or extend existing shared-use paths that connect to urban areas.
- Accelerated Bridge Program. Through its Accelerated Bridge Program, which will rehabilitate nearly 600 bridges over 8 years, MassDOT is working to improve pedestrian and bicycle accommodation on the bridges that it repairs, including those in the Charles River Basin.
- Bicycle Facility Data. MassDOT has developed an online bicycle mapping tool, has publicly released its bicycle facility data layer, and is incorporating bicycle accommodation into Roadway Inventory to be updated annually by municipalities.

- Bike to Transit. The MBTA has allocated \$4.8 million in ARRA funds to enhance and expand bicycle parking facilities at MBTA stations. Building on the success of the Alewife and Forest Hills bike cages, this program will fund the construction of 6-8 additional bike cages at major transit stations, and will expand the number of conventional bike racks at other stations. All commuter rail stations have bike racks, as do about 95 percent of subway stations. Seventy percent of MBTA buses are equipped with bicycle racks, and the full fleet will be equipped by 2013.
- MassDOT Bike Pool. MassDOT will implement a “bike pool” at appropriate locations for travel to and from meetings.

Sustainable Design and Construction Best Practices

- Drainage and Water Resources. MassDOT employs best practices in drainage design to maximize groundwater recharge and minimize run-off by designing projects to maximize stormwater detention and permeable cover.
- Pavement. MassDOT currently uses a range of recycled materials in pavement, including recycled asphalt pavement, recycled tires, and shingles in its pavement, as well as warm mix asphalt. MassDOT is working to increase the use of these environmentally-friendly technologies, and continues to conduct research so that it can maximize use of recycled materials and warm-mix asphalt paving.
- Lighting. For new and replacement traffic signals, MassDOT installs only high-efficiency light-emitting diode (LED) traffic signals, and is replacing red bulbs with LEDs on a systematic basis.
- Facility Design and Construction. MassDOT will design and build resource-efficient buildings, and pursue LEED certification for new or rehabilitated buildings.

System Operations, Maintenance and Customer Service

Fuel Use and Vehicle Emissions

- MBTA Fleet. The full MBTA fleet is low emission: electric, CNG, or emission control diesel (ECD), as well as 25 new diesel – electric hybrid buses purchased with ARRA funds. MBTA new bus procurements will include at least 10 percent diesel – electric hybrid buses, or a technology with comparable GHG emission reduction. The MBTA will continue to evaluate vehicle technology and life-cycle costs, including the on-road and maintenance performance of its new diesel – electric hybrid buses, and work with bus manufacturers to improve bus technology.
- MassDOT Fleet. MassDOT has procured efficient hybrid electric and CNG fleet vehicles, has used ARRA funding to retrofit its on-road diesel light truck fleet with emission controls, and is pursuing retrofit of hybrid electric fleet vehicle to make them plug-in capable.
- Diesel Bus Retrofit. A DEP/MassDOT program has retrofitted over 500 school buses with emission control devices; MassDOT is working with the Regional Transit Authorities to implement a program to retrofit RTA transit buses with emission control devices.
- Truck Stop Electrification. MassDOT will be doing a procurement for this project that is designed to reduce emissions from idling trucks.
- Shore Side Power at the Port of New Bedford. MassDOT will fund this project that is designed to reduce emissions from idling ships.
- Contractor Vehicles. MassDOT requires that contractors install emission control devices in all off-road diesel vehicles; as a result, private construction companies have retrofitted over 800 vehicles.
- Eco-Driving. Significant improvements to vehicle fuel efficiency and emissions can be realized through what some have termed “smart driving” or “eco-driving,” i.e. moderating speed,

Travel Demand Management and Traveler Information

- Travel Demand Management. MassDOT will continue to promote and deliver travel demand management (TDM) information and services, including ridematching, traveler information, real-time bus tracking, and other measures for the general public and among MassDOT employees.
- New Ridematching and Trip Planning System. MassDOT is currently working to procure a new ridematching/trip planning system to facilitate carpooling, vanpooling, and mode shifting from automobile travel.

Renewable Power

- MassDOT is pursuing several renewable power generation projects along our state highways and other MassDOT property. This includes Highway Division projects (a solar photovoltaic array in Carver, solar PV installation at District 2 Ashley Ave Depot, wind turbine at Blandford rest area, and solar PV at park and ride lots) and MBTA projects (a wind turbine at the Kingston commuter rail layover facility, a wind turbine in Bridgewater, and a solar photovoltaic array on the roof of the proposed Wonderland Garage). MassDOT will continue to identify opportunities for renewable power projects, and will work with municipalities and stakeholders to increase implementation.

Facilities Management

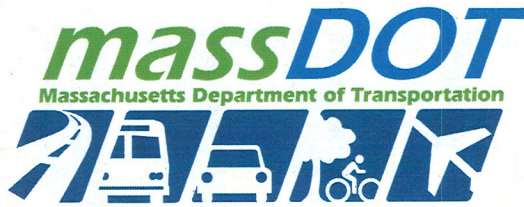
- MBTA Environmental Management System. The MBTA has implemented an Environmental Management System (EMS), a comprehensive management tool for implementing its pollution prevention and environmental compliance responsibilities and programs in a comprehensive, systematic, planned and documented manner. The MBTA's EMS has broad coverage, with a particular focus on the operations and management of its maintenance facilities, (e.g., hazardous material handling and disposal, wastewater management, vehicle management, facility upgrades and compliance, infrastructure management, etc.), as well as at its storage areas, bus and rail garages, its procurement systems as well as the environmental management of the design and construction activities on new projects and project upgrades. Other MassDOT divisions will review the MBTA's EMS to identify best practices and opportunities for technology transfer.
- Energy Audits. MassDOT has conducted energy audits and is pursuing energy conservation programs at a number of facilities.

Performance Management

- Sustainability measures will be embedded in all aspects of the MassDOT performance management system, based on best practices.

Please Post _____

Do Not Post _____



GreenDOT – MassDOT's Sustainability Initiative Vision and Policy

Boston MPO
Transportation Planning and Programming Committee
December 2, 2010

GreenDOT Policy Directive

GreenDOT is the Massachusetts Department of Transportation's comprehensive sustainability policy

- GreenDOT Vision and Goals
- GreenDOT Policy Framework
- GreenDOT Initiatives



2

GreenDOT Vision

“The Massachusetts Department of Transportation will be a national leader in promoting sustainability in the transportation sector. Through the full range of our activities, from strategic planning to construction and system operations, MassDOT will promote sustainable economic development, protect the natural environment, and enhance the quality of life for all of the Commonwealth's residents and visitors. This will enable MassDOT to use resources in a manner that serves its existing customers while preserving our resources for future generations.”



3

GreenDOT Goals

The following three mutually-reinforcing goals form the foundation of GreenDOT:

- Reduce greenhouse gas (GHG) emissions
- Promote the healthy transportation modes of walking, bicycling, and public transit
- Support smart growth development



4

Why a GreenDOT Policy?

- Coordinated approach to sustainability
- Integrate sustainability into responsibilities and decision-making of all MassDOT employees
- Comprehensive response to a range of state and MassDOT laws, policies and initiatives
 - Global Warming Solutions Act
 - Green Communities Act
 - Healthy Transportation Compact
 - Leading by Example
 - youMove Massachusetts
 - Complete Streets

5



Global Warming Solutions Act

- In August 2008, Governor Patrick signed the Climate Protection and Green Economy Act, aka the Global Warming Solutions Act
- Requires Massachusetts to reduce economy-wide GHG emissions:
 - 10% - 25% reduction below 1990 level by 2020
 - 80% reduction below 1990 level by 2050
- Secretary of Energy & Environmental Affairs Ian Bowles will adopt implementation plan by January 1, 2011

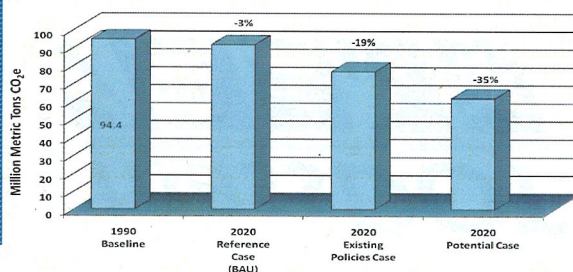


6



Global Warming Solutions Act

- Existing state and federal policies reduce GHG emissions by 19% reduction below 1990
- Technically feasible, cost-effective measures reduce GHG emissions by an additional 16%

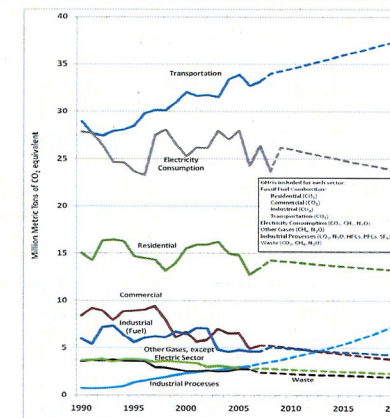


7



Global Warming Solutions Act

- Transportation sector is largest GHG emitter
 - 31% of 1990 emissions
 - 38% of 2020 emissions



8



How Can MassDOT Reduce GHG and Promote Sustainability?

MassDOT will integrate the three GreenDOT goals and pursue sustainability through the full range of its activities

- Transportation Planning
- Project Prioritization and Selection
- Project Design
- Project Construction
- System Operations
- Facilities Management
- Customer Service

9



Transportation Planning

MassDOT's statewide planning activities will reflect GreenDOT goals, sustainability measures

- State Rail Plan
- State Freight Plan
- State Bicycle Transportation Plan
- youMove Massachusetts
- Massachusetts Strategic Transportation Plan

10



Project Prioritization and Selection

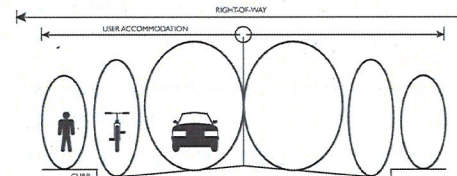
- Integrate GreenDOT goals into MassDOT project development process
- Integrate GreenDOT goals into regional planning
 - Regional Transportation Plans
 - Transportation Improvement Programs
- Reduce GHG emissions from TIP – STIP project program
 - Calculate GHG emissions from RTP, TIP, STIP
 - Pursue GHG reduction targets over time
- Balance roadway maintenance, roadway expansion, public transit, pedestrian, and bicycle projects

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Project Design – Complete Streets

- Core design philosophy of MassDOT's Project Development and Design Guide
 - Accommodation for all users
 - Design roadways “from the outside in”
- Complete Streets design required for recipients of state discretionary funds (PWED, TOD) and access permits
- Education to promote Complete Streets design at all levels



12



Transportation Project Construction

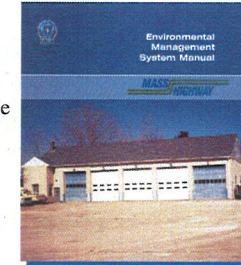
- Pavement
 - Recycled materials – recycled asphalt, recycled tires, and manufacturers waste shingles
 - Warm mix asphalt
- Drainage and water resources
 - Best management practices for construction projects
 - Remediation and retrofit where needed
- Lighting – LED traffic signals, other efficient lighting options
- Facilities – LEED certification for new and rehabilitated facilities
- Construction vehicles – over 800 private vehicles retrofitted



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Transportation System Operation

- Fleet operations
 - MassDOT, MBTA fleet – procure low-emission vehicles, retrofit
 - Diesel retrofit of school buses, regional transit buses
 - MassDOT bike pool
- Facilities operations
 - Environmental management systems
 - Waste, material, energy reduction
- Renewable power – expansion of renewable power in MassDOT ROW, facilities
- Travel Demand Management – new ridematching system
- Eco-Driving – education and promotion



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GHG Reductions from GreenDOT Policy

GreenDOT Policy Goals	Principal Actions	GHG Reduction
Reduce Greenhouse Gas Emissions	<ul style="list-style-type: none"> •Construction •Fleet •TDM •Eco-driving 	1.53 MMTCO _{2e} * (5.3%)
Promote Healthy Transportation Modes of Walking, Bicycling and Public Transit	Transportation investments that enable increased use of these modes	0.20 MMTCO _{2e} (0.7%)
Support Smart Growth Development	Change in travel behavior due to smart growth development patterns	0.38 MMTCO _{2e} (1.3%)
Total		2.11 MMTCO _{2e} (7.3%)

* Million metric tons of CO₂ equivalent, % relative to 1990 = 28.9 MMTCO_{2e}



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Next Steps

- Action plan for GreenDOT implementation
 - Regional transportation planning
 - Complete Streets outreach and training
 - Review of construction and procurement practices
- Sustainability Committee
 - All MassDOT divisions, Massport, Leading by Example team represented
 - Establish GreenDOT goals and milestones for initiatives throughout MassDOT
 - Compile, track and promote sustainability-related initiatives



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Revised Outreach Proposal for Development of the FFY 2012-15 TIP

December 2, 2010

Summary of Municipal TIP Input Day

Starting in 2005, the Boston Region MPO initiated the practice of inviting municipalities to give presentations regarding the projects they would like to seek federal funding for. These presentations were to fulfill the following objectives:

- Develop the draft Universe of Projects for the TIP
- Provide an opportunity for municipalities to interact with the Committee regarding the information they have provided to the Committee via their online Project Information Forms (PIFs)
- Offer information to the Committee regarding the active projects in the Region

In 2010 the Boston Region MPO received RSVPs from 55 municipalities for Municipal TIP Input Day (Input Day). The volume of requests was large enough that the input had to be split over two days at eight hours each day.

The proposal below is an outline of staff's recommendation for updating this process. The intent of the updated outreach will be to generate the same three objectives of Input Day in an engaged manner that is more productive.

Proposal

The past process of Input Day will cease. The generation of a Universe of Projects (Universe) will be done online. At the beginning of TIP outreach, when municipalities were once asked to RSVP for Input Day, this year they will be asked only to list the projects they would like to seek federal funding for and to update their PIFs. This will be the beginning of Universe of Projects (with additional projects possibly added during public comment and outreach periods).

Boston Region MPO staff is currently updating the TIP evaluation criteria to represent the visions and policies outlined and approved by the Committee on April 22, 2010. Staff will use these evolved criteria to evaluate the projects in the Universe. Using the projects that evaluate highest, a staff recommendation for the FFYs 2012-15 TIP, based on these evaluations as well as fiscal constraint and readiness, will be presented to the Committee. Staff will also provide a first tier list of projects (those projects that evaluate highly, but may not meet fiscal constraint or immediate readiness factors) for either future consideration and/or to be programmed the event that any project listed cannot be obligated in the listed TIP element.

Presentation and discussion of the staff recommendation and the list of first tier projects will be given in an open forum to the Committee. The TIP Contacts will be notified of the staff recommendation, the first tier of projects and the date and time of the presentation and discussion. All who want to will be welcome to advocate for their project during this day.

A draft calendar detailing the proposal outlined above follows on the next page.

Draft 2011 TIP Development Calendar for the FFYs 2012–15 TIP

January 10, 2011 – Letter to Municipal CEOs, asking for name of TIP Contact and requesting a list of projects to be pursued for funding (the Universe of Projects).

February 16 – TIP “How To” seminar – TBD

February 22 – TIP “How To” seminar – TBD

February 23 – TIP “How To” seminar – TBD

March 7 – Proponent Provided Information Forms updates (completed on line) and list of projects to be added to the Universe of Projects due.

April 25 – Target date for completely updated MPO Project Information Forms and MPO project evaluation matrix to be available on line.

June 2 – Target date for TPPC members and TIP contacts to receive staff recommendation option for “TIP Tables” for the FFYs 2012-15 TIP and the first tier of projects.

June 16 – Proposed TPPC meeting to discuss the staff recommendation and first tier of projects list and to prepare the Draft FFYs 2012-15 TIP.

July 7 – Vote on Draft TIP for public review.

July 11 – Proposed date for beginning of public review period for Draft TIP.

August 12 – Proposed date for end of public review period for Draft TIP.

August 18 – Proposed date for MPO action on the Draft TIP.