

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

March 24, 2011 Meeting

10:00 AM – 11:45 AM, 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)

Decisions

The Transportation Planning and Programming Committee agreed to approve the following:

- and recommend to the MPO the Amendments 2 and 3 of the federal fiscal year (FFY) 2011 element of the FFYs 2011-14 Transportation Improvement Program (TIP)
- and recommend to the MPO the amendment to the FFY 2011 Unified Planning Work Program (UPWP)
- the minutes of the meetings of March 3 (with a recommended change) and March 10
- the *Safety and Operations Analyses at Selected Intersections* study
- the work program for the *MassDOT Title VI Program*

Meeting Agenda

1. Public Comments

There were none.

2. Chair's Report – David Mohler, MassDOT

The MPO's representatives for MassDOT, the Metropolitan Area Planning Council (MAPC), and the MBTA Advisory Board have prepared a search process for selecting the next Director of Central Transportation Planning Staff (CTPS). D. Mohler distributed a document outlining the proposed process for members' review and comment.

The proposal is to post notice of the position in newspapers and relevant transportation planning websites for 30 days. Afterwards, a subcommittee made up of MPO members representing MassDOT, MAPC, the MBTA Advisory Board, the City of Boston, and the Town of Bedford will review resumes and conduct interviews. The job description will be circulated for MPO members to review prior to the posting.

3. Subcommittee Chairs' Report – Eric Bourassa, Metropolitan Area Planning Council (MAPC)

The Clean Air and Mobility Program Subcommittee will meet at 1 PM following the Transportation Planning and Programming Committee meeting.

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

The Advisory Council is developing comments regarding the MPO's Long-Range Transportation Plan (LRTP).

5. Director's Report – *Karl Quackenbush, Acting Director, Central Transportation Planning Staff (CTPS)*

K. Quackenbush introduced David Fargen, MPO Staff, and reported that he is helping to manage the development of the Unified Planning Work Program (UPWP) this year.

K. Quackenbush also reported that CTPS will have a new State Planning and Research (SPR) contract with MassDOT in April. He expressed thanks to the MPO Chairman and the staff of the MassDOT Office of Transportation Planning for their work to put the new contract in place. He also expressed gratitude for these funds and noted that the work that CTPS does for MassDOT and other member entities helps to strengthen the staff and allows it to do a better job in its main mission of working for the MPO.

6. Transportation Improvement Program Amendments 2 and 3 – *Hayes Morrison, TIP Manager, MPO Staff*

Members were provided with TIP tables for Draft Amendments 2 and 3 of the FFY 2011 element of the FFYs 2011-14 TIP as well as matrices summarizing public comments received during the public review period for these documents. (See attached.) H. Morrison provided summaries of each amendment and of the public comments received prior to the members' vote on these items.

Amendment 2 would program Section 5311 funding for the *Intercity Bus Study*. The Regional Transportation Advisory Council expressed support for the amendment citing its support for private bus services that can fill critical gaps in the transit system, which the MBTA is not able to address due its fiscal shortfalls.

A motion to approve Amendment 2 of the FFY 2011 element of the FFYs 2011-14 TIP was made by E. Bourassa, and seconded by Jim Gillooly, City of Boston. The motion carried.

Amendment 3 would flex \$12.5 million of highway funds to the *Assembly Square Orange Line Station* project. This action would reduce programmed funds for the *Concord and Lincoln – Route 2 (Crosby's Corner)* project in the FFY 2011 TIP element by approximately \$9.2 million, remove \$3 million in MPO target funds for the *Somerville – Community Path, Phase 1* project, and remove an earmark for the construction of the Community Path.

The MPO received 12 written comments (letters) regarding Amendment 3, and an e-mail sent by 141 people urging the MPO to fully fund the section of the Community Path from Cedar to Lowell Street in Somerville. The Friends of the Community Path requested that the MPO use the funds now not needed for the Cedar to Lowell Street section, given its

much lower construction estimate, to fund the completion of the path to Lechmere in future TIPs in addition to the Cedar to Lowell Street section.

Other comments included the following: The City of Quincy applauded the MPO for supporting the City of Somerville's efforts to forge a public/private partnership to develop the Assembly Square area. The Town of Concord Board of Selectmen expressed gratitude for the MPO's support of the Crosby's Corner project and no objection to the amendment (with the expectation that the project will be advertised later this year). A Sudbury resident expressed opposition to the delay of the Crosby's Corner project. In discussing this last comment, E. Bourassa clarified that the amendment will not result in a delay to the Crosby's Corner project. H. Morrison added that she contacted both the Towns of Concord and Lincoln and that neither town expressed objection to the amendment.

A motion to approve Amendment 3 of the FFY 2011 element of the FFYs 2011-14 TIP was made by Tom Bent, City of Somerville, and seconded by Mary Pratt, Town of Hopkinton. The motion carried.

7. Unified Planning Work Program Amendment – Pam Wolfe, Manager of Certification Activities, MPO Staff

Members were provided with a proposed amendment to the FFY 2011 Unified Planning Work Program (UPWP). (See attached.) This amendment would add \$167,100 for the *Intercity Bus Study*. P. Wolfe noted that the Regional Transportation Advisory Council expressed support for this amendment during the public review period. No other comments were received.

A motion to approve an amendment to the FFY 2011 UPWP to add the *Intercity Bus Study* was made by John Romano, MassDOT Highway Division, and seconded by E. Bourassa. The motion carried.

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

A motion to approve the minutes of the meeting March 3 – with a change to page 8 as recommended by M. Pratt – was made by Paul Regan, MBTA Advisory Board, and seconded by M. Pratt. The motion carried.

A motion to approve the minutes of the meeting March 10 was made by Tom Bent, City of Somerville, and seconded by M. Pratt. The motion carried.

9. Safety and Operations Analyses at Selected Intersections – Karl Quackenbush, Acting Director, Central Transportation Planning Staff, and Chen-Yuan Wang, Project Manager, MPO Staff

Members were provided with memoranda that document the results of the *Safety and Operations Analyses at Selected Intersections* study prior to this meeting. (These documents are available on the MPO's website or by contacting MPO staff, but have not been attached to these minutes due to their size.)

K. Quackenbush introduced the topic by noting that this study is the third in a series that the MPO staff is conducting to analyze safety and operational deficiencies at intersections in the region and to recommend improvements. He reminded members that the staff strongly considers community interest in implementing study recommendations when selecting intersections for study.

Chen-Yuan Wang stated that the eight intersections studied were selected through a process that included a review of the MPO's Congestion Management System (CMP), MassDOT crash data, recommendations from MAPC's outreach, and communities' interest in implementing projects. He then reported on the results of this study by discussing the major problems identified at each intersection studied, the main recommendations made by staff (summarized in the attached table that was distributed to members at the meeting), and the communities' plans for following up on the recommendations (summarized below with members' comments).

Main Street (Route 117) at Still River Road (Route 110) in Bolton

This intersection has a high number of crashes. Almost half of the crashes involved personal injury, including a fatality in 2006. The major problem at the intersection has to do with a dangerous left hand turn. MPO staff recommended adding a left-turn exclusive lane and fully signalizing the intersection.

David Koses, City of Newton, asked how the Town of Bolton reacted to a recommendation to spend \$750,000 on new signal equipment. C. Wang replied that the town is going to apply for funding from the Small Town Road Assistance Program (STRAP), which could provide up to \$500,000.

Broadway at Congress Avenue/Third Street and Broadway at Everett Avenue/Cross Street in Chelsea

These intersections have high crash rates, including for bicyclists and pedestrians. In identifying improvements for bicycle and pedestrian safety, staff recommended signalizing the intersections and coordinating the signals, which would also reduce delays at the two intersections. The City of Chelsea is considering using Chapter 90 funds to implement short-term recommendations. It does not have funding for the long-term recommendations at this time.

D. Koses asked how staff would follow-up considering the city does not have the funds to implement some of the recommendations. K. Quackenbush replied that staff would do this informally considering that those actions were not included in the work program for this study.

Weymouth Street at Pine Street/Sycamore Street in Holbrook

MPO staff recommended increasing the size of flashing beacons at this location and installing speed limit beacons. The Town of Holbrook is seeking funds to implement the first recommendation.

D. Koses asked if flashing speed beacons have proved effective for reducing speed in the long-term. C. Wang replied that they do reduce speed in the long-term and that the maintenance of these beacons is low-cost since they can be fueled by solar power.

Prospect Street at Water Street in Milford

MPO staff recommended installing a traffic signal at this location in order to improve sight distance.

D. Mohler asked if there is an expectation that this project will become a TIP project. Arthur Frost, MassDOT District 3, replied that he expects that the District will be supporting a request for funding from the MPO.

West Central Street (Route 135) at Speen Street in Natick

This is a congested intersection with limited right-of-way. MPO staff recommended adding an exclusive west bound right turn lane.

M. Pratt noted that this recommendation could be accomplished by widening the roadway at the location near a CVS. She noted that there are no sidewalks on Route 135.

Central Street at Pearl Street in Stoughton

The signals at this location are pre-timed and not efficient. MPO staff recommended installing fully actuated signals with pedestrian signals and push buttons at this location. Signal upgrades would allow for the removal of a median. The Town of Stoughton would like to work with its MassDOT District Office to address this problem.

Lowell Street (Route 129) at Woburn Street in Wilmington

This intersection is congested during the AM and PM peak hours. MPO staff recommended upgrading an outdated traffic signal at this location.

Following C. Wang's report, members discussed the implementation of recommendations.

E. Bourassa noted that many of the recommendations from the study are low-cost. He asked if those projects would have to go through the MassDOT Highway design process or whether they could be characterized as maintenance projects. David Anderson, MassDOT Highway Division, indicated that these projects would be too small to implement as individual contracts, rather they would have to be done under one contract covering multiple locations. E. Bourassa suggested that the MPO might want to consider prioritizing these low-cost projects that could have a large impact. Arthur Frost, MassDOT District 5, cautioned that if some low-cost projects were to go through the MassDOT design process, that process might cost as much as the projects.

A motion to approve the *Safety and Operations Analyses at Selected Intersections* study was made by Lourenço Dantas, Massachusetts Port Authority, and seconded by E. Bourassa. The motion carried.

10. Work Program for MassDOT Title VI Program – *Karl Quackenbush, Acting Director, Central Transportation Planning Staff*

Members were provided with the work program for the *MassDOT Title VI Program*. (See attached.) K. Quackenbush described the work program. He noted that MPO staff has assisted the MBTA in the past with its work to comply with the Federal Transit Administration's (FTA) Title VI requirements. This work scope involves helping MassDOT in its compliance with the Federal Highway Administration's (FHWA) Title VI requirements. FHWA is intensifying its efforts to work with state DOTs regarding compliance with Title VI regulations.

In this work program, staff would assist MassDOT's Office of Civil Rights to develop a program that, when implemented, would provide for MassDOT compliance with FHWA Title VI requirements. MassDOT must adopt policies and procedures supportive of Title VI reporting, including providing for adequate public involvement, for monitoring and reviewing compliance, and for Title VI reviews of recipients of federal-aid highway funds.

The tasks of the work program involve researching civil rights laws and regulations and the Title VI plans and reports of other state DOTs. Staff would work with an interdisciplinary group composed of officials from various MassDOT departments. The product of the work program would be a Title VI Program for MassDOT. After the program is implemented, staff will assist MassDOT for a short while to gather data and conduct analysis to see how the new program is faring.

Another task of the work program, distinct from all others, is to assist MassDOT in complying with FTA's Title VI requirements, which involves documenting items that were found to be missing from MassDOT's 2008 Rail and Transit Plan.

During a discussion of this work program, J. Gillooly inquired about staff's familiarity with the regulations outlined under Task 2 and whether outside counsel would be needed. K. Quackenbush replied that the MPO planning staff would be conducting this research. He noted that staff is knowledgeable particularly regarding the regulations pertaining to transit, but that the FHWA side of this is going to be a learning experience for everyone involved. D. Mohler added that Joe Cosgrove, MBTA, would be spearheading the transit portion of this work.

A motion to approve the work program for the *MassDOT Title VI Program* was made by M. Pratt, and seconded by Paul Regan, MBTA Advisory Board. The motion carried.

11. State Implementation Plan Update – *Stephen Woelfel, MassDOT*

Members were provided with the March status report on the projects in the State Implementation Plan (SIP). (See attached.) S. Woelfel provided an update on the projects:

Fairmount Line Improvement Project

In January, the MBTA board gave contract authorization for the construction of the Neponset River Bridge and two other bridges over the Neponset River. Notices to proceed have been issued. The Four Corners Station is under construction and 52% complete.

Construction of 1,000 New Parking Spaces Project

MassDOT has corrected a miscount of parking spaces at Beverly Depot. There is still the appropriate number of spaces allocated to this project.

Green Line Extension Project

The next community meeting regarding the proposed Green Line extension to Route 16 in Medford will be held on March 30. Information about this meeting is posted on the Green Line Extension website and the MAPC website.

FTA and a consultant conducted a risk assessment last week; this is a major milestone in the progress of the project.

Proposals for Green Line vehicle procurement are due in April.

Following this report, J. Gillooly inquired as to the status of the Blue Hill Avenue Station on the Fairmount Line. D. Mohler replied that MassDOT has decided on the design for the station; some abutters to the station do not approve of the decision. J. Gillooly noted that MassDOT has been working hard to resolve issues and that the project has to proceed.

12. Members Items

E. Bourassa asked about when the finances for the Long-Range Transportation Plan (LRTP) would be ready. D. Mohler replied that the finances are being reviewed and will be ready by March 31.

D. Mohler reported that the Massachusetts Association of Regional Planning Agencies (MARPA) will meet on April 7. The Transportation Planning and Programming Committee will be rescheduled from April 7 to April 14.

J. Gillooly remarked upon the new U.S. census figures just released that show an increase in Boston's population. He asked if it is too late to change the figures for Boston Traffic Analysis Zones in the demographic data that is being used for the LRTP development. E. Bourassa replied that employment data was not included in the new census data, and that the LRTP demographic data could not be adjusted without complete census data. He added that the new census data is corroborating MAPC's projections.

13. Recess

A motion to recess the Transportation Planning and Programming Committee and convene the Metropolitan Planning Organization (MPO) meeting was made by P. Regan, and seconded by J. Romano. The motion carried.

14. Executive Session

Following the MPO meeting, the Transportation Planning and Programming Committee reconvened to vote on whether to enter into executive session for the purpose of considering the results of a study that includes material related to the deployment of security personnel and security strategies. Due to this content, the topic should be conducted in executive session. It is eligible for discussion in executive session under Item 4 of Section 21 (a) of the Open Meeting Law.

A motion to enter into executive session was made by P. Regan, and seconded by E. Bourassa. The motion carried. A roll call vote was taken and the following members voted in favor of going into executive session: MassDOT; MassDOT Highway Division; MBTA; Massachusetts Port Authority; MAPC; MBTA Advisory Board; Regional Transportation Advisory Council; the Cities of Boston, Newton, and Somerville; and the Towns of Bedford, Braintree, Framingham, and Hopkinton. The vote was unanimous.

Minutes for the executive session have been prepared separately.

15. Adjourn

The Transportation Planning and Programming Committee adjourned from the executive session.

A motion to adjourn was made by T. Bent, and seconded by P. Regan. The motion carried.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, March 24, 2011, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway

City of Boston

City of Newton
City of Somerville

Federal Highway
Administration

MAPC

MassPort

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
Arthur Frost
John Romano
Jim Gillooly
Tom Kadzis
David Koses
Tom Bent
Michael Chong

Eric Bourassa
Eric Halvorsen
Lourenço Dantas
Ron Morgan
Paul Regan
Laura Wiener
Steve Olanoff
Richard Reed
Christine Stickney
Ginger Esty
Mary Pratt

MPO Staff/CTPS

Michael Callahan
David Fargen
Ariel Goodwin
Maureen Kelly
Hayes Morrison
Sean Pfalzer
Karl Quackenbush
Pam Wolfe

Other Attendees

Erin Kinahan
Karen Pearson

Chris Reilly
Ellin Reisner

MassDOT District 6
MassDOT Office of
Transportation Planning
Town of Lincoln
Somerville Transportation Equity
Partnership

Draft Amendment Three

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>	<i>Previous Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$784,000	\$196,000	\$980,000	\$10,000,000
Milford	606142	Route 16 Intersection Improvements	\$2,800,000	\$700,000	\$3,500,000	
Somerville	604331	Somerville Community Path, Phase 1	\$0	\$0	\$0	\$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</i>	<i>Acton Shuttle Year 2</i>	\$99,913	\$19,983	\$119,896	
	<i>Boston</i>	<i>Boston Bike Maps Year 2</i>	\$30,000	\$6,000	\$36,000	
	<i>Hull</i>	<i>Hull Ferry Service Year 2</i>	\$33,116	\$6,623	\$39,739	
Congestion Mitigation and Air Quality Improvement Program Total			\$5,184,000	\$1,296,000	\$6,480,000	
			<i>Minimum CMAQ Regional Target</i>		\$0	

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
Somerville		Assembly Square Flex to Transit	\$10,000,000	\$2,500,000	\$12,500,000
Surface Transportation Program Total			\$24,029,302	\$6,007,325	\$30,036,627

Draft Amendment Three

FFY 2011 Element

Highway Safety Improvement Program (HSIP) Project

Concord & Lincoln 602984 Route 2 (Crosby's Corner)

Highway Safety Improvement Program Total

<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
\$3,867,039	\$429,671	\$4,296,710
\$3,867,039	\$429,671	\$4,296,710
	<i>Minimum HSIP Regional Target</i>	\$4,296,710

Surface Transportation Program/Enhancement

Ipswich 604945 North Green Improvements (Construction)

Surface Transportation Program/Enhancement Total

<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
\$860,988	\$215,247	\$1,076,235
\$860,988	\$215,247	\$1,076,235

Total Regional Target Programming

\$59,889,572

Boston Region MPO Regional Target with State Match

\$59,897,183

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)

Boston 604871 Huntington Ave/Symphony Area Streetscape Constriction (HPP 447)
 Boston 604871 Huntington Ave/Symphony Area Streetscape Construction (HPP 1811)

<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
\$2,140,232	\$535,058	\$2,675,290
\$820,080	\$205,020	\$1,025,100

Previous Funds

High-Priority Projects (SAFETEA-LU)

Boston 605791 Warren St/Blue Hill Ave Design (HPP 2129)
 Boston Northern Avenue Bridge Design (HPP 4271)
 Boston Rutherford Ave Design (HPP TI 174)
 Boston Sullivan Square, Phase 1 Design (HPP 3568)
 Boston North Washington St Bridge Design (HPP 2586)

<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
\$240,000	\$60,000	\$300,000
\$800,000	\$200,000	\$1,000,000
\$2,400,000	\$600,000	\$3,000,000
\$897,498	\$224,375	\$1,121,873
\$1,760,000	\$440,000	\$2,200,000
\$640,000	\$160,000	\$800,000

Quincy 606235 Adams Green Design (HPP 4272)

Somerville 604331 Somerville Community Path Design and Construction (HPP 2782)

\$0	\$0	\$0
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\$1,012,389

Somerville Assembly Square Multimodal Access Improvements (flex to transit) (HPP 4281)

\$5,007,375	\$1,251,844	\$6,259,219
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from 2010

Somerville 605219 Improvements to Broadway in Somerville Construction (HPP 431)*

\$1,987,798	\$496,950	\$2,484,748
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Somerville I-93 Mystic Avenue Interchange Study (HPP 792)

\$359,000	\$89,750	\$448,750
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Somerville 604778 Union Square Improvements Study (HPP 999)

\$73,961	\$18,490	\$92,451
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Walpole 605187 Washington St Construction (HPP 2431)

\$1,259,860	\$314,965	\$1,574,825
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Weymouth 601630 Route 18 Design (HPP 1236)

\$1,336,000	\$334,000	\$1,670,000
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Section 117

Somerville Adaptive Reuse and Streetscape Improvements Construction

<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
\$350,000		\$350,000

PLHD Awards (2003)

Boston Long Island Pier Improvements

<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
\$198,700		\$198,700

Draft Amendment Three

FFY 2011 Element

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		\$22,382,104	\$5,270,851	\$27,652,955



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Karl H. Quackenbush
Acting Director, MPO Staff

MEMORANDUM

To: Transportation Planning and Programming Committee
UPWP Subcommittee

From: Steve Woelfel, UPWP Subcommittee Chair

Date : February 10, 2011

Re: Proposed Amendment to the FFY 2011 Unified Planning Work Program
(UPWP)

The Massachusetts Department of Transportation is in the process of preparing an application for funding under §5311F Rural Intercity Transit Program, a Federal Transit Administration (FTA) grant application program. This funding would be used for an intercity bus study in the amount of \$167,000 to be conducted by Boston Region MPO staff.

The attached project description outlines the proposed amendment to the UPWP that is necessary to receive FTA approval for this grant. It would be added to a Technical Support/Operations Analysis Projects section of the FFY 2011 UPWP.

Pending its approval for public review on February 10, the comment period for the proposed amendment would be from February 14, 2011 to March 15, 2011. Meetings of the UPWP Subcommittee, the Transportation Planning and Programming Committee and the Boston Region MPO to review public comments and adopt the amendment may be held on either March 17 or March 24, 2011.

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)

PROPOSED FFY 2011 UPWP AMENDMENT



INTERCITY BUS STUDY

STAFF: Central Transportation Planning Staff

CLIENT: MassDOT Office of Transportation Planning

ID #: 11375

BUDGET: 167,100

STATUS: 0%

The private carrier intercity and commuter bus network in Massachusetts has seen a reduction in locations served within Massachusetts over the past 30 years. Operating subsidy programs and state-financed vehicles were provided in the past but are no longer. Further reductions in service and attrition of carriers may occur in the future. This study will examine changes that have taken place in intercity and commuter bus service in Massachusetts since 1980, identify the reasons for those changes, and consider what opportunities there are to foster the retention of valuable routes, improvement of service, and desirable expansion of the network in the future. The study will also review the potential for regional transit authorities in the state to provide service as a feeder to the intercity bus network, will review the potential for use of the MBTA CharlieCard on intercity and commuter bus services, and will consider the capital needs of an improved and expanded intercity bus network, including vehicles, stops, stations, and parking facilities.

In addition, the study will explore how existing intercity and commuter bus services that provide service within Massachusetts have changed since 1980, examine how they relate to rail and local bus services, and identify the reasons for the changes that have occurred. The study will look at not only intrastate but also interstate bus services, including how the latter have historically served markets within Massachusetts, whether they do so now, and the degree to which they constrain the potential for expanded intrastate services through the use of existing infrastructure. Based on these examinations of intercity and commuter bus services, the study will consider what past issues have prevented retention or expansion of valuable services and will identify what would be required in the future, including possibly some funding support, to facilitate better meeting the needs of unserved and underserved markets, to foster desirable system growth, and to promote improved mobility options in the state.

FHWA/FTA Grant Application Task and Element:

FFY 2011 Budget

FUNDING RECIPIENT(S)				FUNDING SOURCE(S)								
CTPS	MAPC	MassDOT	FFY 11 Total Budget	PL	MPO \$5303	MPO \$5303 Carryover	SPR	MassDOT	MassDOT \$5303	MassDOT/ MBTA \$5303 Carryover	MBTA	Other
167,100			\$167,100									167,100

Summary of Recommended Improvements at Selected Intersections
Boston Region MPO 3/24/2011

Community	Main Street	Minor Street	Jurisdiction	Existing Control	Recommended Improvements
Bolton	Main Street (Route 117)	Still River Road (Route 110)	Town	Traffic Signal	<ul style="list-style-type: none"> • Short term: Install black plates around signal heads. Estimated cost: \$ 2K – 4K • Long term: Reconfigure both Route 117 approaches to TH+LT from TH+RT. Upgrade traffic signals to a fully actuated system with pedestrian signals and push buttons. Estimated cost: \$ \$500 – 750K
Chelsea	Broadway	Congress Avenue	City	One-Way NB Stop Control	<ul style="list-style-type: none"> • Short term: Install “SLOW” pavement markings. Install “Share Road with Bicycles” assembly and “sharrow” markings. Install STOP signs and “No Left Turn” plaque on Everett Avenue. Install a bulb-out. Estimated cost: \$ 50K – 75K • Long term: Signalize both intersections under a coordinated system with pedestrian signals. Install pedestrian bulb-outs at appropriate corners. Estimated cost: \$ 500K – 750K
	Broadway	Everett Avenue	City	One-Way SB Stop Control	
Holbrook	Weymouth Street	Pine Street/ Sycamore Street	Town	Two-Way Stop	<ul style="list-style-type: none"> • Short term: Increase the size of flashing beacons. Install speed-limit flashing beacons on all approaches. Clear excessive vegetation. Estimated cost: \$ 8K – 10K • Long term: Continue monitoring the intersection. No recommendations at this moment.
Milford	Prospect Street (Route 140)	Water Street	MassDOT	Two-Way Stop	<ul style="list-style-type: none"> • Short term: Increase the size of STOP signs. Install solar powered flashing beacons to supplement STOP signs. Install “Intersection Ahead” warning sign on the NB approach. Estimated cost: \$ 4K – 6K • Long term: Install a fully actuated traffic signal system with pedestrian signals. Install/upgrade pedestrian crosswalks and sidewalks. Widen Route 140 shoulders for bicycle accommodation. Estimated cost: \$ 500K – 750K
Natick	West Central Street (Route 135)	Speen Street	MassDOT	Traffic Signal	<ul style="list-style-type: none"> • Short term: Retime signals to improve traffic flow and safety. • Long term: Add a WB-RT lane and widen Route 135 shoulders, if Town can help obtain ROW from CVS. Estimated cost: \$ 150K – 200K
Stoughton	Central Street	Pearl Street	Town	Traffic Signal	<ul style="list-style-type: none"> • Short term: Install pedestrian crossing warning signs on Central Street. Maintain the existing school crossing guard program. Estimated cost: \$ 2K – 4K • Long term: Upgrade signals to a fully actuated system with pedestrian signals. Remove the traffic median on Central Street. Estimated cost: \$ 500K – 750K
Wilmington	Lowell Street (Route 129)	Woburn Street	Town	Traffic Signal	<ul style="list-style-type: none"> • Short term: Adjust and relocate speed limit signs. Adjust signal clearance time. Estimated cost: \$ 2K – 4K • Long term: Upgrade signals to a fully actuated system with pedestrian signals. Install a pedestrian staging area. Estimated cost: \$ 500K – 750K



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Karl H. Quackenbush
Acting 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 March 24, 2011
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Karl Quackenbush, CTPS Acting Director
RE Work Program for: MassDOT Title VI Program

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 MassDOT Title VI Program in the form of the draft dated March 24, 2011.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Technical Support/Operations Analysis Project

CTPS Project Number
13151

Client
Massachusetts Department of Transportation
Project Supervisor: John Lozada

CTPS Project Supervisors
Principal: Karl Quackenbush
Manager: Elizabeth M. Moore

Funding
Future MassDOT Administrative Services 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

All recipients of federal funds are required to comply with Title VI of the Civil Rights Act of 1964, which requires that they demonstrate that they do not discriminate on the basis of race, color, and national origin in their programs, activities and services. The Federal Highway Administration (FHWA) Title VI requirements have been extended through enactment of several additional laws and executive orders to provide the same protections on the basis of Limited English Proficiency, gender, age, income, and disability. Pursuant to this mandate, the Massachusetts Department of Transportation (MassDOT) must take the following proactive steps to prevent discrimination and correct deficiencies across all transportation modes under its purview:

- Adopt policies and procedures supportive of Title VI
- Ensure adequate public participation
- Develop procedures for monitoring and reviewing Title VI compliance
- Develop procedures for Title VI reviews of cities and towns, contractors, higher education institutions, planning agencies, and other recipients of Federal-Aid Highway funds

In addition, the Federal Transit Administration's Region I Civil Rights Specialist has recently found deficiencies in the Title VI program that was submitted by the Executive Office of Transportation (now MassDOT) in September 2008 for Rail and Transit. MassDOT must take action immediately to remediate these deficiencies.

OBJECTIVES

The objective of this scope is to produce a Title VI Program for MassDOT that is fully compliant with the FHWA Title VI requirements and consistent with MassDOT's mission, objectives, and organizational culture. The plan should also dovetail with the MPO and MBTA Title VI reporting that is already provided for FTA, and analysis and other support will be provided to address certain Title VI program deficiencies that the Federal Transit Administration has identified with regard to the MassDOT Title VI Plan for Rail and Transit.

WORK DESCRIPTION

The work required to accomplish the study objectives will be carried out in the seven tasks described below.

Task 1 Provide Technical Assistance to MassDOT's FTA Title VI Working Group

CTPS has begun work on this task under a separate funding source. As a part of this work program, CTPS will continue to attend bi-weekly meetings of the MassDOT FTA Title VI working group and will provide technical assistance as requested to meet the FTA requirements for achieving compliance with Title VI. The missing elements of this program that must be addressed immediately include:

- Limited English proficiency four factor analysis and language assistance plan
- An analytical process identifying benefits and burdens of the state's transportation investments
- A process for ensuring all subrecipients are complying with Title VI

CTPS will also work with MassDOT to prepare a new FTA Title VI submittal.

Product of Task 1

- Analytical elements for meeting the state's FTA Title VI compliance requirements as part of the 2011 submittal.

Task 2 Research Laws, Regulations, and Guidance

CTPS will gather information on the relevant laws, regulations, and guidance, primarily through contact with MassDOT, FHWA, and web research. These include:

- Title VI of the 1964 Civil Rights Act 42 U.S.C. 2000
- The Age Discrimination Act of 1975, as amended 42 U.S.C. 6101
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. 4601
- The Federal-aid Highway Act, 49 U.S.C. 306
- The 1973 Federal-aid Highway Act, 23 U.S.C. 324
- The Civil Rights Restoration Act of 1987, P.L. 100-209
- The Uniform Relocation Act Amendments of 1987, P.L. 101-246
- The Americans with Disabilities Act, P.L. 101-336
- The Civil Rights Act of 1991, in part, amended Section 1981 of 42 U.S.C.
- Title VIII of the 1968 Civil Rights Act, 42 U.S.C. 3601
- The National Environmental Policy Act of 1969, 42 U.S.C. 4321
- Title IX of the Education Amendments of 1972
- Section 504 of the Rehabilitation Act of 1973, 29 U.S.C. 790
- Executive Order 12250 - DOJ Leadership and Coordination of Nondiscrimination Laws
- Executive Order 12259 - HUD Leadership and Coordination of Federal Fair Housing Programs

- Executive Order 12292 (Amended E.O. 12259)
- Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations
- Executive Order 13160 - nondiscrimination on the basis of race, sex, color, national origin, disability, religion, age, sexual orientation, and status as a parent in federally conducted education and training programs
- Executive Order. 13166 - August 11, 2000- requires Federal agencies and their recipients to improve access to federally sponsored programs for persons with limited English proficiency
- Executive Order 13175 – Consultation and Coordination with Indian Tribal Governments
- 23 CFR Part 200 - FHWA's Title VI Program Implementation and Review Procedures
- 23 CFR Part 420.121(h) - the part of FHWA's planning regulations that specify the applicability of Title VI of the 1964 Civil Rights Restoration Act of 1987 to FHWA funded planning and research activities
- 23 CFR Part 450 - FHWA's and FTA's Statewide and Metropolitan Planning Regulations
- 23 CFR Part 450.316(b) (2) & (3) - requires the metropolitan planning process to be consistent with Title VI of the 1964 Civil Rights Act and the recipient's Title VI Assurances
- 23 CFR Part 633, Subpart A - specifies required contact provisions to be included in all Federal-aid construction contracts, including Title VI and other proscriptions included in Form FHWA 1273
- 23 CFR Part 633, Subpart B, Appendix A - specifies the types of contracts to which Title VI of the 1964 Civil Rights Act applies
- 23 CFR Part 771.105(f) - FHWA Policy on Title VI
- 28 CFR Part 35 - the Department of Justice's regulations governing Nondiscrimination on the basis of disability in State and local government services
- 28 CFR Part 41 – requires the Department of Justice to coordinate the implementation of Section 504 of the Rehabilitation Act (provides guidelines for determining discretionary practices)
- 28 CFR Part 42, Subpart C - DOJ's regulation implementing Title VI of the Civil Rights Act of 1964
- 28 CFR Part 42.200, Subpart D - "Nondiscrimination in Federally-assisted Programs -Implementation of Section 815 (c)(1) of the Justice System Improvement Act of 1979" – Also implements Executive Order 12138
- 28 CFR Part 50.3 - DOJ's Guidelines for the enforcement of Title VI, Civil Rights Act of 1964
- 49 CFR Part 21 - DOT's Implementing Regulations of Title VI of the Civil Rights Act of 1964

- 49 CFR Part 24 - DOT's regulation implementing the Uniform Relocation and Real Property Acquisition Act for Federal and federally assisted programs requiring compliance with Nondiscrimination Statutes and Executive Orders
- 49 CFR Part 25 - DOT's implementation of Title IX of the Education Amendments Act of 1972
- 49 CFR Part 26 - Participation by Disadvantaged Business Enterprises in DOT Financial Assistance Programs
- 49 CFR Part 27 - DOT's regulation implementing Section 504 of the Rehabilitation Act of 1973 as amended
- 49 CFR Part 28 - Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation
- 49 CFR Part 37 - Transportation Services for Individuals with Disabilities, implementing the transportation and related provisions of Title II and III of the ADA
- DOT ORDER 1000.12 - Implementation of the DOT Title VI Program
- DOT ORDER 1050.2 - Standard Title VI Assurances
- DOT ORDER 5610.2 - USDOT Order on Environmental Justice
- FHWA ORDER 4710.1 - Right-of-Way Title VI Review Program
- FHWA ORDER 4710.2 - Civil Rights Compliance Reviews of Location Procedures
- FHWA ORDER 4720.6 - Impacts of the Civil Rights Restoration Act of 1987 on FHWA Programs September 2, 1992
- FHWA ORDER 6640.23 - Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (See also DOT Order 5610.2 on Environmental Justice)
- Joint FHWA/FTA Memo dated October 7, 1999 (published in the Federal Register May 19, 2000) - providing guidance on implementing Title VI in Metropolitan and Statewide Planning
- DOT Policy Guidance Document dated December 14, 2005 – Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) persons, - Federal Register Vol. 70 No. 239 (DOT's initial LEP guidance regarding recipients' obligation was released on January 22, 2001)
- DOJ Policy Guidance Document dated October 26, 2001 - Memo re: E.O. 13166, Improving Access to Services for persons with Limited English Proficiency
- FHWA Title VI Handbook: Nondiscrimination in the Federal-Aid Highway Program

Product of Task 2

Summary of FHWA Title VI requirements

Task 3 Review Title VI Plans from other States

CTPS will review Title VI guidance, plans, and annual accomplishment reports that other state departments of transportation (such as California, Pennsylvania, Oregon, Oklahoma, Maine, etc.) have developed to inform the development of MassDOT's plan. In addition, CTPS will try to contact appropriate individuals in the states that appear to have an institutional organization and culture that are closest to those at MassDOT.

Products of Task 3

- Description of plan and report structures as they relate to development of the MassDOT Title VI Program
- Summary of interviews with representatives from other states regarding development of their Title VI plans

Task 4 Gain an Understanding of MassDOT Structure and the Programs, Services, and Activities of each Functional Area

CTPS will work closely with the MassDOT Office of Civil Rights and with the FHWA Civil Rights Specialist to understand their roles and responsibilities in relation to MassDOT departments, programs, and services. CTPS will provide assistance as the Office of Civil Rights builds its capacity through hiring a Title VI Specialist and ensuring that sufficient MassDOT staff are available to implement the FHWA Title VI requirements.

In addition, CTPS will meet with other MassDOT representatives to gain an understanding of MassDOT's structure, functional areas, and how Title VI is relevant and currently considered throughout the organization. This is essential to the development of a plan that not only includes, but also engages as stakeholders, the people throughout MassDOT who will be responsible for integrating the principles of Title VI and implementing the plan through monitoring, reporting, and other activities.

Product of Task 4

Summary of MassDOT structure and the level of awareness of Title VI within the various functional areas

Task 5 Prepare Information and Resources Concerning Title VI Principles and Requirements

The research conducted in Tasks 1 and 2 will be utilized to develop materials to inform MassDOT personnel of the principles and requirements of Title VI and to guide them in development of the program. The materials will be collated into a draft structural outline of the topics that will be covered in the plan, such as public involvement, compliance reviews, assurances, data collection, monitoring, compliance procedures, annual reporting, training, and procedures for addressing the needs of persons with Limited English Proficiency (LEP). Included for each topic will be suggestions, ideas, and

specific examples gleaned from Tasks 1-2 that will assist in development of a plan that will meet both the federal requirements and the unique needs of MassDOT.

Product of Task 5

Materials for guiding development of the Title VI Program

Task 6 Establish an Interdisciplinary Working Group to Address MassDOT FHWA Title VI Requirements¹

CTPS will work with senior level representatives from all program and functional areas who have been identified by the MassDOT Office Civil Rights to serve on the Title VI Working Group. In collaboration with this working group, CTPS will assist MassDOT Civil Rights to identify teams in each functional area who will become the stewards of the Title VI process. CTPS will utilize the materials developed in Task 4 to engage these individuals in understanding the principles and requirements of Title VI; facilitate a conversation about how MassDOT should incorporate Title VI considerations throughout the agency; and establish roles and responsibilities for developing and implementing the Title VI Program.

Through meetings with the working group and the area teams, an information gathering and planning initiative will be launched to develop descriptions of program areas, operations, and potential Title VI issues; formulate and prioritize strategies to address areas of need; and identify readily-accessible data that can be relevant to Title VI monitoring, as well as additional data collection needs.

CTPS will continue to collaborate with the working group through regularly scheduled meetings (at least monthly) to share ideas and find commonalities regarding workable Title VI compliance strategies. Through this process, working group members will be encouraged to present and discuss proposals for all functional groups' reporting, as well as other topics and processes necessary for development of the MassDOT Title VI Program. It is assumed that, after the initial plan has been completed, the working group will continue to oversee the Title VI process, ensuring that the principles behind the reporting requirement become a part of the MassDOT culture.

Task 7 Prepare MassDOT Title VI Program

Based on the results of Tasks 1-5, CTPS will develop the MassDOT Title VI Program that will outline the goals and actions necessary to comply with the FHWA Title VI requirements, ensure nondiscrimination across all MassDOT programs and functional areas, and determine and obtain compliance of MassDOT's subrecipients and contractors.

¹ This working group will be different than the Task 1 working group, which is made up of representatives of MassDOT Civil Rights, the MBTA, and CTPS, and is addressing only the deficiencies identified by FTA in the state's 2008 Title VI submittal for transit and rail.

When preparing the plan, staff will be cognizant of ways in which it can dovetail with Title VI reporting that is already provided for FTA.

In addition, CTPS will assist in data collection and analysis efforts to demonstrate compliance with Title VI within MassDOT functional areas.

MassDOT Civil Rights and other MassDOT staff members will be proactively involved with CTPS in supporting this effort. In addition, the FHWA Civil Rights Specialist will provide assistance and will be consulted as needed throughout the development of the program.

Products of Task 7

- MassDOT Title VI Program
- Analytical framework and initial analyses for demonstrating Title VI compliance

ESTIMATED SCHEDULE

It is estimated that this project will be completed ten 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 \$145,668. This includes the cost of 56.5 person-weeks of staff time, overhead at the rate of 90.69 percent and printing. A detailed breakdown of estimated costs is presented in Exhibit 2.

KQ/AD/ad



Massachusetts Department of Transportation

**Transit Commitments
March 2011 Status Report**

March 24, 2011

For questions on this document, please contact:

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INTRODUCTION

This report is being submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to provide an update on the status of the four outstanding State Implementation Plan (SIP) transportation control measure (TCM) projects: (1) improvements to the Fairmount Line, (2) the siting and construction of 1,000 new commuter parking spaces, (3) the design of the Red Line/Blue Line Connector, and (4) the construction of the Green Line Extension to College Avenue (Medford) and Union Square (Somerville). The U.S. Environmental Protection Agency (EPA) approved the projects as part of the SIP on July 31, 2008. A complete description of the process by which those projects were included in the SIP is provided in the Boston Region MPO's long-range transportation plan – JOURNEY TO 2030 Amendment adopted on September 24, 2009 and amended on November 19, 2009. As part of the approval of the JOURNEY TO 2030 Amendment, FHWA and FTA stated:

“The demonstration of timely implementation of TCMs in the SIP is required for a conformity determination. In order to ensure that the TCMs are completed as scheduled, the Executive Office of Transportation and Public Works shall prepare monthly progress reports to FTA, FHWA, and EPA. In addition to these progress reports EOT [MassDOT after November 1, 2009] shall convene monthly meetings with all interested parties to discuss the status of each TCM. This reporting requirement will be effective starting November 2009.”

This is the fifteenth update of the required monthly status reports, to be presented at the Boston MPO's Transportation Planning and Programming Committee at their March 24, 2011 meeting. This report builds on the *State Implementation Plan Transit Commitments 2010 Status Report*, submitted to the Massachusetts Department of Environmental Protection on July 9, 2010. This report will be posted on the website of the Massachusetts Department of Transportation.

I. FAIRMOUNT LINE IMPROVEMENT PROJECT

Project Description

The 9.2-mile Fairmount commuter rail line runs from South Station, currently serves four stations (Uphams Corner, Morton Street, Fairmount, and Readville) in the communities of Dorchester, Mattapan, and Hyde Park, and terminates in the Readville section of Boston. The line, which uses right-of-way entirely owned by the MBTA, also includes 41 bridges. It is the only commuter rail line that exclusively serves neighborhoods within the City of Boston, but ridership has historically been low and passenger facilities along the line do not meet modern standards.

The Fairmount Line Improvement Project includes the rehabilitation of the existing Uphams Corner and Morton Street Stations, construction of four new stations – Newmarket, Four Corners, Talbot Avenue, and Blue Hill Avenue – reconstruction of six existing railroad bridges (located over Columbia Road, Quincy Street, Massachusetts Avenue, Talbot Avenue, Woodrow Avenue, and the Neponset River), and construction of a new interlocking and upgraded signal system (required to advance the bridge reconstruction work). These upgrades will enhance future service, allowing for increased frequency on the line.

Project Cost

The total estimate for the Fairmount Line Improvements SIP Project is \$135,000,000.

Project Funding

In August 2007, MassDOT (formerly EOT) and the MBTA executed a contract to transfer approximately \$39 million in bond funds from EOT to the MBTA to support the costs of (1) signal work, (2) reconstructing three major bridges on the line (the Columbia Road, Quincy Street, and Massachusetts Avenue Bridges), (3) designing three others (the Talbot Avenue, Woodrow Avenue, and Neponset River Bridges), and (4) designing the remaining three new stations (the Newmarket, Talbot, and Blue Hill Avenue Stations). A supplemental funding agreement providing \$23,756,574 in Commonwealth bond funding was executed in June 2009 to advance construction of the station at Four Corners. With this funding agreement in place, the MBTA has advertised, accepted bids, and awarded the construction contract to S&R Construction Enterprises, Inc. An additional funding agreement executed in February 2010 in the amount of \$76,152,300 will allow the advancement of the remaining stations, including Blue Hill Avenue.

SIP Deadline

“Before December 31, 2011, construction of the following facilities shall be completed and opened to full public use: Fairmount Line improvements consisting of enhancements of existing stations including without limitation: platform extensions; improved lighting and improved access; a new station in the general location of Four Corners, and a new station in each of the neighborhoods of Dorchester, Mattapan and

Roxbury; and bridge upgrades and other measures to improve service and increase ridership (the Fairmount Line project).”

Project Status

Systems

The upgrades to the interlocking and signal system have been completed and are currently in use, allowing for the reconstruction of structurally deficient bridges along the Fairmount Line.

Bridges

A construction contract to replace the Columbia Road, Quincy Street, and Massachusetts Avenue bridges was awarded in October of 2007, with work completed in 2010. The design of the Talbot Avenue, Woodrow Avenue, and Neponset River bridges is completed and construction is beginning (see below). Talbot Avenue and Woodrow Avenue will be constructed under the same construction contract as Talbot Avenue Station, while three Neponset River bridges are being advertised separately (see below).

Bids for replacement of the Neponset River Bridge (just north of Fairmount Station at milepost 220.78) were opened on November 3, 2010. The low bidder was Barletta Construction. Contract authorization was given at the January 2011 MBTA Board of Directors meeting, and the MBTA issued a Notice to Proceed on February 11, 2011. Two other Neponset River bridges are being replaced: one bridge in the Readville Yard area and one bridge south of Fairmount Station (to be packaged with Yard 5 environmental remediation). Bids were opened on October 13, 2010. The low bidder was S & R Construction Enterprises, with contract award authorization given at the January 2011 MBTA Board of Directors meeting. The Notice to Proceed for this contract was issued March 1, 2011.

Existing Stations

The MBTA held a station-opening at Uphams Corner on January 23, 2007. The reconstruction of Morton Street was celebrated at a station-opening on July 17, 2007. New elements at both stations include extended high-level passenger platforms, accessible walkways, canopies, benches, windscreens, signage, bicycle racks, variable messages signs, lighting, and landscaping. Work at both stations is now complete.

New Stations

Four Corners Station is under construction and is now 52% complete. A Notice to Proceed was issued to S&R Construction Enterprises, Inc. on January 28, 2010. Four Corners Station is on schedule for substantial completion by December 2012.

The **Talbot Avenue Station** and **Talbot and Woodrow Avenue Bridges Replacement Projects** were advertised and opened for bids in May 2010. This construction package includes the rehabilitation of the Talbot Avenue and Woodrow Avenue Bridges. The MBTA Board of Directors authorized award of a \$15.9 million construction contract to

Barletta Construction, and the MBTA issued a Notice of Award on September 10, 2010. The Notice to Proceed was then issued October 22, 2010. A community meeting at which the contractor discussed construction start-up activities was held on November 18, 2010. A construction period of approximately two years is anticipated, with the completion of the station and the bridges anticipated by October/November 2012. Construction is currently 15% complete.

Construction of **Newmarket Station** was awarded to S & R Construction Enterprises at the MBTA Board of Directors meeting on October 6, 2010. The MBTA has issued a Notice to Proceed and work has begun on this project. Construction is currently 2% complete. An approximately two-year construction period is also anticipated, with the completion of this station expected in late fall of 2012.

The proposed **Blue Hill Avenue Station** has been the subject of significant community discussion over the past several months. A small number of direct abutters have expressed concerns that the initial design concept (developed to 60% by the MBTA) – which includes two platforms adjacent to abutting properties – could negatively impact a small group of immediate abutters. Responding to these concerns, the MBTA changed the design to incorporate a center island platform; the MBTA then developed a 60% design of this new concept plan. The MBTA continued to encounter opposition from abutters, however, as residents continued to question the need for and appropriateness of a station in this location. The MBTA has responded to the immediate neighborhood concerns by taking a step back in the planning/design process and preparing an analysis of alternative station locations. An additional analysis of noise impact and mitigation measures was also completed. The MBTA and MassDOT will make a final determination on the Blue Hill Avenue station soon. Abutters will be notified of all planning and design decisions. At this point, MassDOT is unable to provide a new schedule for the completion of the design and construction of a Blue Hill Avenue station.

Potential Challenges

Should the current construction projections for the Four Corners, Talbot, and Newmarket Stations prove accurate, the anticipated delay will trigger the need for MassDOT to publicly develop a mitigation proposal for the interim months between project deadline and project completion. In addition, abutter concerns about the preferred location for the Blue Hill Avenue station and related delays will impact the final completion schedule for the overall Fairmount project.

In January 2011, MassDOT began the formal process of creating a package of potential interim offset measures in order to reach the air quality goals intended to be met by the Fairmount project for the anticipated months of delay. MassDOT has begun to work with stakeholders to identify potential interim offset measures, including increased bus and rail services in the corridor. Through the winter of 2011, MassDOT will continue to engage the Central Transportation Planning Staff in modeling potential measures in order to determine the air quality benefit provided. MassDOT will then seek public

comment on the proposed interim measures. Based on these comments, MassDOT and the MBTA will modify the proposal, if necessary. MassDOT is confident that this timeline will provide the Department with ample opportunity to review the proposal, seek public comment, and provide MassDOT with its determination.

II. CONSTRUCTION OF 1,000 NEW PARKING SPACES

Project Description

To encourage commuters and other travelers to make use of the public transit network for trips into downtown Boston – and other locations as appropriate – the MBTA will construct 1,000 new parking spaces at MBTA stations within the 101 communities of the Boston Region Metropolitan Planning Organization (MPO).

SIP Deadline

Before December 31, 2011, construction of the following facilities shall be completed and opened to full public use: 1,000 new park and ride parking spaces serving commuter transit facilities within the 101 cities and towns constituting the Boston Metropolitan Planning Organization.

Project Status

In prior reports submitted to DEP, MassDOT identified two major garage projects (at the Beverly and Salem Commuter Rail Stations) that it planned to construct in order to provide the 1,000 park and ride spaces required under the SIP regulation. While MassDOT was focused on developing these two projects for the SIP commitment, the MBTA was also advancing a series of other projects that would result in additional parking spaces in other locations. Following these two paths simultaneously, MassDOT and the MBTA would have constructed significantly more than the required 1,000 spaces.

However, unanticipated delays to the projects in both Beverly and Salem have extended the anticipated timelines for design and construction of those two facilities beyond the deadlines required by the SIP. That being the case and as previously reported, MassDOT has established a revised list of parking projects (provided below), which are together anticipated to be complete on or before December 31, 2011 in order to fulfill the necessary SIP commitments and requirements.

Wonderland/Blue Line (Revere)

In a cooperative venture, the City of Revere, the Department of Conservation and Recreation (DCR), and the MBTA are working to advance a transit-oriented development (TOD) plan at Wonderland Station. The Master Plan for the TOD project calls for residential, retail, office, and hotel space to be built on a series of existing surface parking lots currently used by transit riders. In exchange, the developer will build the MBTA a new 1,465-car parking garage to not only replace the parking lost due to the development but also to increase transit parking supply. This project will result in 612 net new transit spaces.

With the garage substantially designed, in November 2009, the City of Revere and MassDOT secured funding under ARRA for construction of the garage. This unanticipated funding source substantially expedited the development of the project.

With the use of the ARRA funds, as well as other MBTA and Commonwealth funds already secured for the project, the project is anticipated to move forward 24 months sooner than previously projected.

The MBTA entered into a Memorandum of Understanding with the City of Revere to award a construction contract via a municipal earmark. On September 9th, 2010, the MBTA authorized the City of Revere to award a Design/Build contract to Suffolk Construction. Notice to Proceed was issued September 9th, 2010 to Suffolk Construction, and a project groundbreaking occurred on September 13th, 2010. Work continues on the installation of foundation elements and preparation work within the existing MBTA Wonderland Station. The construction schedule anticipates completion by the end of 2011.

Beverly Depot/Commuter Rail

As part of a larger parking garage project in downtown Beverly, the MBTA purchased a parcel of land for eventual use in a TOD portion of the project. In the fall of 2009, the MBTA added 102 surface level spaces on the purchased parcel, which are currently open for use by commuters. Following the recent reevaluation of the number of available parking spaces at Savin Hill, the MBTA completed a reexamination of the number of available parking spaces at others of its parking facilities. This additional count also revealed an error at Beverly Depot, where the number of available parking spaces has been adjusted from 122 to 102. MassDOT apologizes for the error and for any confusion that it may have created; we also thank our stakeholders for bringing the error to our attention.

Savin Hill/Red Line (Dorchester)

The MBTA purchased a parcel of land adjacent to the Savin Hill Red Line Station for the purpose of staging and related uses during construction. Upon completion of the project, the parcel was converted to a surface lot, which is currently open for use by commuters. The Savin Hill lot has 28 total spaces, with 22 available for use by daily commuters (the remaining spaces are reserved for MBTA employees and Zipcar users).

Woodland/Green Line (Newton)

100 spaces were built as part of a joint development project in this area. These spaces were opened and made available to the public in 2007.

Quincy Shipyard/Ferry

The MBTA purchased a site previously occupied by a series of abandoned buildings associated with the Quincy Shipyard. The buildings were deemed a safety hazard and subsequently razed. Construction of a 168-space commuter parking lot is complete and open to the public.

Location	Spaces	Status
Wonderland/Blue Line (Revere)	612	Expected Completion November 2011
Beverly Depot/Commuter Rail	102	Complete
Savin Hill/Red Line (Dorchester)	22	Complete
Woodland/Green Line (Newton)	100	Complete
Quincy Shipyard/Ferry	168	Complete
Total	1,004	

Project Funding

Of the 1,004 spaces reported, 392 are complete and the 612 at Wonderland/Blue Line (Revere) have identified funding sources. The following table provides detail on the funding sources for the reported locations:

Location	Funding Source (Percentage)
Wonderland/Blue Line (Revere)	ARRA (46) Federal Earmark (6) MBTA (23) State MORE ¹ Grant (20) State TOD Grant (5)
Beverly Depot/Commuter Rail	Federal Earmark (80) MBTA (20)
Savin Hill/Red Line (Dorchester)	MBTA (100)
Woodland/Green Line (Newton)	MBTA (100)
Quincy Shipyard/Ferry	Federal Earmark (80) MBTA (20)

Potential Challenges

With 392 spaces of the identified 1,004 parking spaces complete, and the Wonderland/Blue Line (Revere) garage funding sources identified, it is anticipated that MassDOT will meet the December 31, 2011 SIP deadline for this commitment. However, should the construction timeline for the Wonderland/Blue Line (Revere) garage take longer than anticipated, the delay would trigger the need for MassDOT to collaborate with DEP to publicly develop an offset proposal for the interim months.

¹ Massachusetts Opportunity Relocation and Expansion Jobs Capital Program

III. RED LINE-BLUE LINE CONNECTOR - DESIGN

Project Description

The proposed Red Line/Blue Line Connector consists of an extension of the MBTA Blue Line under Cambridge Street to the Red Line station at Charles/MGH. As currently envisioned, the project consists of two major components: (1) a new tunnel extending the Blue Line under Cambridge Street from Joy Street to Charles Circle and (2) a new underground Blue Line station connected to the existing Charles/MGH station. The project will also consider whether and how to make use of the existing Bowdoin Station – which will require significant rehabilitation – possibly including the relocation of underground trackage and platforms at Bowdoin Station.

The SIP regulations require only that MassDOT complete final design for the project. Construction of the Red Line/Blue Line Connector is not required by the SIP regulations.

Project Cost

It is estimated that it will require \$52,000,000 to complete the legal commitment (the current consultant contract is for \$3,000,000 through June 2011).

Project Funding

The ‘immediate needs’ Transportation Bond Bill of 2007 provided state bond funding for the design of the Red Line/Blue Line Connector project. The costs of this project will be supported using funds from that source.

SIP Deadline

Before December 31, 2011, complete final design of the Red Line/Blue Line Connector, from the Blue Line at Government Center to the Red Line at Charles Station.

Project Status

On September 14, 2007, MassDOT (formerly EOT) filed an Expanded Environmental Notification Form with the Massachusetts Environmental Policy Act Office (MEPA). A public scoping session was held on October 17, 2007, and the Secretary of Energy & Environmental Affairs issued a certificate on the project on November 15, 2007. Based on the project scope as defined in the MEPA Certificate, MassDOT issued a Request for Proposals on March 27, 2008 for a consultant to complete the necessary environmental reviews and engineering for the project. MassDOT awarded a consultant contract during the summer of 2008.

MassDOT is completing the necessary environmental reviews and conceptual engineering for the project, as described below.

Draft Environmental Impact Report

- The Draft Environmental Impact Report (DEIR) was filed on March 31, 2010.
- A MEPA Certificate for the DEIR was issued on May 28, 2010.

Public Outreach

- Six Working Group meetings have been held. A public meeting on the DEIR was held on May 3, 2010.
- A project website is up and running.

Refinement of Alternatives/Conceptual Engineering

- Refinement of alternatives was performed for three options: (1) a no-build option, (2) a tunnel option with Bowdoin Station remaining open, and (3) a tunnel option with Bowdoin Station eliminated. The refinement of alternatives also included an evaluation of potential construction options (a mined tunnel vs. a cut-and-cover tunnel) and construction phasing schemes.
- The Definition of Alternatives/Conceptual Engineering Report was completed in November 2009.

Design Criteria

- A draft Design Criteria Report was prepared and was included with the Definition of Alternatives Report.

Alternatives Analysis

- An Alternatives Analysis Technical Report was completed on March 31, 2010.

Design

- The conceptual design of the project is complete.

Cost Estimates

- Conceptual cost estimates were included in the Definition of Alternatives Report.

Construction Staging and Sequencing Plans

- Construction Staging and Sequencing Plans were included in the Draft Environmental Impact Report.

Real Estate Requirements

- Potential real estate impacts were identified as part of the DEIR.

By filing an Expanded Environmental Notification Form and having filed a DEIR, MassDOT is advancing the Red Line/Blue Line Connector project.

Potential Challenges

There has been some unfavorable press coverage about the Red Line/Blue Line project spending \$3 million on a project that does not currently have identified capital funds for construction. As updated cost estimates were provided to the Working Group, concerns were raised about the significant increase in project costs compared to the cost identified in the Expanded Environmental Notification Form (\$748 million in costs escalated to

year of expenditure versus \$264 million). Many members questioned the merit of completing design on the project given the significantly higher design cost (estimated at \$49 million remaining to complete final design) and given the lack of identified construction funds.

IV. GREEN LINE EXTENSION TO SOMERVILLE AND MEDFORD

Project Description

This project – the purpose of which is to improve corridor mobility, boost transit ridership, improve regional air quality, ensure equitable distribution of transit services, and support opportunities for sustainable development – will extend the MBTA Green Line from a relocated Lechmere Station (East Cambridge) to College Avenue in Medford, with a branch to Union Square in Somerville.

Stations are currently proposed to be located in the vicinity of:

- **Mystic Valley Parkway/Route 16** – Located in the vicinity of the intersection of Mystic Valley Parkway/Route 16 and Boston Avenue in Somerville/Medford, south of the Mystic River. The station platform will be located south of the Mystic Valley Parkway/Route 16 undergrade crossing of the MBTA’s Lowell Line commuter rail tracks. Access to the station will be provided via property adjacent to Boston Avenue and Route 16. *This station is proposed to be constructed as part of a second phase of the project. This phase is not part of the Commonwealth’s SIP Commitment, and it will not be part of the Commonwealth’s application for New Starts funding. MassDOT and the Metropolitan Area Planning Council have initiated a community planning process for the area around a potential Mystic Valley Parkway/Route 16 station.*
- **College Avenue/Medford Hillside** – Located at the intersection of College Avenue and Boston Avenue in Medford, adjacent to Tufts University. The station platform will be located on the north side of the College Avenue overgrade bridge crossing of the MBTA’s Lowell Line commuter rail tracks. Access to the station will be provided from both Boston Avenue and College Avenue. MassDOT and the MBTA are exploring designs that will also provide pedestrian access from the Burget Avenue neighborhood (northeast of the station site).
- **Broadway/Ball Square, Medford/Somerville** – Located at the intersection of Broadway and Boston Avenue on the north side of Ball Square (located in both Somerville and Medford). The station platform will be located on the north side of the Broadway overgrade bridge crossing of the MBTA’s Lowell Line commuter rail tracks. Access to the station will be provided from both Boston Avenue and from Broadway. An electrical substation, needed to support the Green Line Extension, will likely be installed at this location.
- **Lowell Street, Somerville** – Located at the Lowell Street bridge overgrade crossing of the MBTA’s Lowell Line commuter rail tracks, adjacent to the proposed extension of the Somerville Community Path. The station platform will be located on the north side of the Lowell Street Bridge and access to the station will be provided from Lowell Street.
- **Gilman Square, Somerville** – Located in the vicinity of the Medford Street crossing of the MBTA’s Lowell Line commuter rail tracks, behind Somerville’s City Hall, Public Library, and High School. The station platform will be located

- on the north side of the Medford Street overgrade bridge crossing of the MBTA's Lowell Line commuter rail tracks. Access to the station will be provided from Medford Street. The proposed extension of the Somerville Community Path will be located in close proximity to the station.
- **Washington Street, Somerville** – Located in the vicinity of Washington and Joy Streets proximate to Somerville's Brickbottom area. The station platform will be located south of Washington Street's undergrade crossing of the MBTA's Lowell Line commuter rail tracks. Access to the station will be provided via property on Joy Street, with potential access also to occur from the City's proposed Inner Belt development on the east. The proposed Somerville Community Path will be located in close proximity to the station. *In response to public input, MassDOT and the MBTA are exploring slight modifications to the location of this station, as well as alternative designs for the station itself. Revised concepts for this station will be included in the Federal Environmental Assessment for the Green Line Extension project.*
 - **Union Square, Somerville** – Located east of Prospect Street in the vicinity of Union Square in Somerville. The station platform will be located within the MBTA's Fitchburg Line commuter rail right-of-way east of Prospect Street from both the street and bridge levels. Access to this station will be provided, at different levels, from Prospect Street.

Details of the design of the stations – including the relationship of the stations to the pedestrian and street networks around them – will be developed more fully in the Preliminary Engineering phase.

Vehicle Support Facility

The Green Line Extension will also require the construction of a new light rail vehicle storage and maintenance facility for vehicle care and storage in the vicinity of the Green Line Extension. MassDOT has identified a location known as 'Option L' as its preferred alternative for the location of the support facility. MassDOT and the MBTA are currently working on conceptual designs for the maintenance facility and its associated vehicle storage areas.

Project Cost

The Draft Environmental Impact Report/Environmental Assessment for the Green Line Extension project included concept plans (at the 10% level) for the alternative alignments considered for the Green Line Extension project, as well as detailed capital cost estimates for those alternatives. More information on cost projections for the Green Line Extension project can be found at:

http://greenlineextension.eot.state.ma.us/documents/about/GLX_CostBreakdownDEIR.pdf.

The capital improvements include, but are not limited to: construction of track, station structures, drainage, utilities, property acquisitions and relocations, vehicle acquisitions, and the construction of a vehicle maintenance facility. The project cost also includes relocating the existing Lechmere Station. The total estimated costs for the project have been adjusted to include inflation for the implementation period (Year of Expenditure

Dollars or “YOE”). The YOE dollar costs for the project are currently projected to be \$953.7 million, which includes the costs of the Option L vehicle support facility alternative. MassDOT is working closely with the FTA to refine and confirm the cost projections for the Green Line Extension project, a process that will be ongoing as the project evolves.

Project Funding

MassDOT is pursuing federal funding – through the competitive New Starts program managed by FTA – to support the construction of the Green Line Extension project. In January of 2010, MassDOT and FTA initiated formal collaboration on the development of a complete New Starts application for the Green Line Extension project, including oversight and assistance from a Project Management Oversight Consultant (PMOC), and that effort is and will be ongoing. The MBTA, MassDOT, FTA, and the PMOC recently held for a week-long Risk Assessment Workshop, which is crucial to moving ahead with the New Starts application process.

SIP Deadline

Before December 31, 2014, construction of the following facilities shall be completed and opened to full public use: 1. The Green Line Extension from Lechmere Station to Medford Hillside; 2. The Green Line Union Square spur of the Green Line Extension to Medford Hillside.

Project Status

The following work has been completed or is currently on-going in support of the Green Line Extension project:

Environmental Review

- State-level environmental review (MEPA) – Completed July 2010
- Federal-level environmental review (NEPA) – Environmental Assessment submitted to FTA December 2010; to be released to the public upon FTA approval

Public Outreach

- Advisory Groups – 11 held
- Station Workshops (February 2008) – 5 held
- Interagency meetings (ongoing) – 31 held to date
- Neighborhood briefings – 16 held to date
- Public agency and local official briefings (ongoing) – 43 held to date
- Institution and business group meetings (ongoing) – 3 held to date
- Public Meetings – 6 held to date
- Advisory Group Tutorials – 3 held
- Public Hearing – 1 held for DEIR/EA
- Land Use Workshops – 3 held
- Design Working Group – Established Summer 2010; 2 meetings held, 4 subcommittee meetings held

- MAPC/Mystic Valley Parkway Planning Process – 1 held

Refinement of Alternatives

- Completed

Development of Design Criteria

- Completed

Station Location Program and Siting

- Completed

Support Facility Program and Siting

- Completed

Design of Green Line Vehicles

- Underway (using funding provide by MassDOT, the MBTA and their consultant are currently developing vehicle specifications). The MBTA advertised for vehicle procurement in January 2011 and held a pre-bid meeting for prospective bidders in February 2011. Proposals are due April 12, 2011.

Alternatives Analysis

- Completed

Conceptual Engineering

- Completed

Cost Estimates

- Completed

Construction Staging and Sequencing Plans

- Completed

Real Estate Requirements

- Potential real estate impacts have been identified as part of the DEIR/EA. MassDOT will continue to work with the project team and the MBTA to investigate opportunities to minimize property impacts during Preliminary Engineering. In the interim, MassDOT and the MBTA are collaborating on necessary background and support work to be ready for the process of property acquisition.

Consultant Support - Procurement of Project Management/Construction Management Team

- Complete

The following major milestones are anticipated for the next few months:

- FTA New Starts Application – Ongoing
- Initiation of Advanced Conceptual Engineering – March 2011
- Selection of an Owner’s Representative for the MBTA – Spring 2011

Potential Challenges

By filing an Expanded Environmental Notification Form, soliciting proposals for a design consultant, and publishing both Draft and Final Environmental Impact Reports, MassDOT has met the first four interim milestones associated with the Green Line Extension project. MassDOT – which has committed greater resources to the Green Line Extension project, a top transportation priority of the Commonwealth and the largest expansion of the MBTA rapid transit system in decades – is now transitioning the project from the planning and environmental review phases to design, engineering, and eventual construction, coupled with the tasks associated with applying for New Starts funding. This transition brings MassDOT into closer partnership with the MBTA for the joint development of the Green Line Extension project; it also brings greater clarity to the overall schedule for the ultimate completion of the project. Given the complexity of the project and sheer length of time required for construction, MassDOT is currently estimating that the Green Line Extension project can be ready for in-service start-up by October, 2015, approximately 10 months beyond the legal deadline of December 31, 2014. This estimate requires MassDOT to accelerate certain construction elements associated with the project, and assumes no major unanticipated controversies or complications. MassDOT and the MBTA are continuing to investigate ways to reduce or eliminate this projected delay.

When appropriate, MassDOT will submit a petition to delay the project that will meet the requirements of the 310 CMR 7.36 (4) including a proposal for the interim offset project so that the public can comment on the proposal. Based on these comments, MassDOT and the MBTA will modify the proposal, if necessary. MassDOT and the MBTA will have sufficient opportunity to modify the proposal if needed and implement the proposal prior to the December 31, 2014 deadline.