

REGIONAL TRANSPORTATION ADVISORY COUNCIL

Summary of August 9, 2006 Meeting

This meeting was held in Conference Room 4 of the State Transportation Building, 10 Park Plaza, Boston, MA.

1. Chair's Report - *Steve Olanoff, Chair*

Steve Olanoff, Chair, called the meeting to order at 3:00 PM. Members, guests, visitors, and staff introduced themselves. See the attached attendance list.

Steve Olanoff made the following announcements:

A reminder was given to all meeting attendees to sign the attendance sheets at the front of the room, as this is how the Advisory Council tracks member participation.

In the July issue of the Boston Region Metropolitan Planning Organization's (MPO) monthly newsletter, *TRANSREPORT*, there are articles on several important topics, including the Draft FY 2007 Unified Planning Work Program (UPWP), the Draft FYs 2007–2010 Transportation Improvement Program (TIP), the Executive Office of Transportation's Circumferential Transportation Improvements in the Urban Ring Corridor Project, and the MBTA's new Commuter Rail Bicycle Coaches being placed into service. The Chair complimented MPO staff on a particularly informative and well-written edition. For more information, see Item 5, below, send an e-mail to publicinformation@bostonmpo.org, or go to the MPO's website at <http://www.ctps.org/bostonmpo/index.htm>.

The MetroWest/495 Transportation Management Association (TMA) is sponsoring a talk on September 12 in Framingham by MIT Civil Engineering Professor Joe Sussman titled "Mobility and the Environment: The Case of Mexico City". To RSVP or for more information, e-mail TMA Director, Susan Tordella, at susan@metrowest.org.

The altWheels Festival, the largest alternative transportation festival in the Northeast, will be held on September 22 to September 24 at Boston City Hall Plaza and Larz Anderson Auto Museum. For more information, go to their website at www.ALTWHEELS.org.

The Advisory Council has been invited by the Department of Conservation and Recreation to appoint one representative and one alternate to participate in the Traffic Advisory Committee for the Storrow Drive Tunnel Project. Meetings will be held in September and October. Interested members were asked to contact the Chair. For more information, e-mail or call Public Involvement Manager, Nancy Farrell, at nfarrell@reginavilla.com or (617) 357-5772.

He announced several other programs to be held in the region: WalkBoston's Jimmy Fund Cow Statues Walk in the Copley Square area on August 17 (for more information,

go to WalkBoston's website at www.walkboston.org) and the Association for Commuter Transportation's (ACT) 2006 International Conference will be held in Boston from August 27 to August 30 (see the ACT website at www.actweb.org.)

MPO Activities

At their August 3 meeting, the Transportation Planning and Programming Committee discussed MPO studies and reports and received briefings on the TIP, Journey to 2030, and the Transportation Finance Commission.

The next meeting of the Transportation Planning and Programming Committee will be held on Thursday, August 17 at 10:00 AM, at which the Committee and the MPO are scheduled to adopt the final UPWP and TIP.

Members of the public are invited to attend all MPO meetings, activities, and events. For more information, go to the MPO website at www.bostonmpo.org.

2. Approval of Meeting Minutes of July 12, 2006

MOTION: A motion to approve the draft meeting minutes of July 12, 2006 as presented was made by Richard Canale and seconded by Walter Bonin. The motion passed unanimously.

3. Announcements

See "Chair's Report" above.

4. Briefing on Suburban Transit Opportunities Studies - Clinton Bench, Manager, Transit Services Planning Group, Central Transportation Planning Staff (CTPS) of the Boston Region Metropolitan Planning Organization (MPO)

Clinton Bench, CTPS, briefed the Advisory Council on the results of two studies conducted for the MPO, the Suburban Transit Opportunities Study and the Regionwide Suburban Transit Opportunities Study: Phase II.

The Suburban Transit Opportunities Study was a review of transit services in the MPO area, as well as in peer metropolitan areas, and addressed items such as overall ridership patterns, modes of transportation used, trip purposes, and trip destinations.

The second phase of this study, the Regionwide Suburban Transit Opportunities Study: Phase II, applied some of these lessons-learned to transit services in the MPO area.

A review of peer metropolitan areas conducted as part of the first of the two studies revealed that:

- Suburbs are becoming increasingly "self-contained"
- Autos account for 90% of work trips nationally, 79% in Eastern Massachusetts
- Improving suburban mobility is a particularly acute challenge for transit

- Transit must change in order to be successful in the suburban environment

Also as part of the first study, a passenger survey was conducted during mid-2003 that inquired about means of access, trip purpose, and demographics, i.e., where were people getting on, where were they going, etc. It addressed both general purpose and feeder system services, the results of which are listed below.

General-purpose systems include services such as LEXPRESS, Lexington’s mini-bus service that has been operating since 1979. Findings for general purpose systems from the 2003 passenger survey included:

- 90% of riders had trip origins or destinations within town
- Home-to-work trips accounted for 41% of all trips made
- Home-shopping trips accounted for 27% of all trips made
- The most common reason for riding (51%) was that it was the “only transportation available”
- Seniors were more likely than others to ride
- More than half of all riders had incomes below \$20,000 per year

Feeder systems include services such as the Route 128 Business Council Transportation Management Association shuttle services. Findings for the feeder systems that participated in the 2003 passenger survey included:

- the majority of riders come from Boston or Cambridge
- almost all rides consist of to or from work trips
- riders were all of “typical workforce age”
- 50% of riders said it was the “only transportation available”
- convenience was not cited as often as on general purpose systems
- riders generally had heard about the service from their employers

There were certain factors and actions identified that contribute to a sustainable transit service. These factors and actions are:

- Think like a business;
- Identify tasks to fulfill the mission statement;
- Identify the market; nature of travel; key destinations; capacity needs; costs and funding sources;
- Prepare a realistic budget;
- Develop a complete service plan, beginning with examination of multiple service options and analysis, then consult with stakeholders for comments and buy-in;
- Implement an aggressive marketing strategy;
- Create and maintain partnerships.

The Regionwide Suburban Transit Opportunities Study: Phase II accomplished the following:

- Screened all suburban census tracts for potential to support suburban transit
- Identified areas with no service or very limited service
- Examined the road networks/potential trip generators in identified areas

- Developed suggestions for specific transit routes

The four types of service needs are:

1. reverse commuting
2. traditional commuting
3. suburb-to-suburb commuting
4. suburban circulator commuting

The Phase II study suggested seven possible new routes. They are Wellesley, Winchester, Westwood, Salem, Canton, Waltham, and Peabody. Potential new routes were sketched for further consideration.

For example, a feeder shuttle in Wellesley would serve multiple neighborhoods and scored well for both reverse and traditional commuting services. Most of the neighborhoods are within walking distance of rail service and/or are served by shuttle bus services. The northwest sector of town sector scored high for traditional commute service even though it is not within walking distance of rail service.

The MPO's Suburban Mobility Funding Program funds four types of eligible services: fixed-route, demand responsive, joint dispatch, and hybrid fixed route/demand responsive. The program began in 2005 with three services. It's goals included reducing single-occupancy vehicle travel in suburban areas currently unserved or underserved by transit and improving mobility within the region. \$650,000 in funding has been proposed for FY 2007.

Transit services that have been funded to date are:

- ❑ The Local Connection (Marlboro, Southborough, Westborough)
- ❑ The Metro-North Shuttle (Woburn, Burlington, Lexington)
- ❑ Ipswich-Essex Explorer
- ❑ LIFT 9 (Framingham, Natick)

The Suburban Transit Opportunities Study and the Regionwide Suburban Transit Opportunities Study: Phase II may be downloaded at or hard copies may be requested by clicking on the REPORTS, STUDIES, AND DOCUMENTS button on the MPO website's home page. The website address is:
<http://www.ctps.org/bostonmpo/index.htm>.

Points and Issues Raised During Discussion

What is another example of a feeder services? (Bob Sturgis) *Another example is the Neponset Valley Transportation Management Association shuttle service. (Clinton Bench)*

Is there a difference between the types of services desired in suburban communities and urban communities? (Frank DeMasi) *No. (Clinton Bench)*

Is the MPO interested in funding services such as Jamaica's Route Taxi or other types of demand-response services? (Bob Sturgis) *These are the type of creative services that the MPO is interested in funding. (Clinton Bench)*

Must eligible services be handicapped-accessible? (Rachel Dutcher) *Yes. (Clinton Bench)*

Who provided the \$650,000 in Suburban Mobility Improvement Program funding for FY 2007? (Fred Ames) *The funding is provided by the federal and state governments and programmed by the MPO. (Clinton Bench)*

Would the MPO consider a service such as the weekend Nantasket Beach shuttle from the Quincy Red Line and commuter rail stations that was proposed in a recent MPO study? (Romin Koebel) *Yes, if the City of Quincy or the Town of Hull were to submit a proposal for such a service, the MPO would consider it. (Clinton Bench)*

In what area of Wellesley would the Wellesley Feeder Shuttle operate? (Marilyn MacNab) *It would operate in the area near the Wellesley-Natick border. Municipalities, regional transit agencies, regional planning agencies, and transportation management associations are all eligible to submit proposals for new services provided those proposals contain a viable funding mechanism that will provide their share of the cost of operating the proposed service. (Clinton Bench)*

5. Advisory Council Discussion of Draft Recommendations to the Boston Region Metropolitan Planning Organization on the Draft FY 2007 Unified Planning Work Program (UPWP) and Draft FYs 2007–2010 Transportation Improvement Program (TIP)

The Advisory Council discussed their draft comments letter that members planned to submit to the Transportation Planning and Programming Committee by the end of the public comment period on August 15. The draft and final versions are included as Attachments 2 and 3.

Points and Issues Raised During Discussion

The wording of the letter should be stronger. (Marcy Crowley)

I don't believe that the Advisory Council needs to push the Route 128 and Crosby's Corner projects at the expense of smaller projects, because projects of that size and cost generally push themselves. (Bill Deignan)

I believe that the Advisory Council should advocate for regionally significant projects such as the Route 128 and Crosby's Corner Projects, as well as more local ones, such as the Foxborough/Wrentham/Norfolk Route 115 Project. (Steve Olanoff)

We need to advocate for what we believe are important projects, regardless of issues of fiscal-constraint or political sensitivity, when formulating our comments. *(Frank DeMasi)*

I propose that the Advisory Council sponsor a field trip to the proposed Crosby's Corner Project area, as this will help to inform us of this project's importance. *(Richard Canale)*

I would like to express my support for the Bicycle/Pedestrian Mobility in Urban Centers Study listed on Page 7-5 of the draft UPWP, but would like to suggest that the Route 9 Riverway/Brookline Village location be used as one of the study areas. *(Jeff Levine)*

We believe that the comment on the Blue Line/Red Line Connector should be changed to request the performance of a cost/benefit study. *(Steve Olanoff, Frank DeMasi and Romin Koebel)*

I would like to add a comment on advancing the Green Line Extension to Medford Hillside. *(Vince Dixon)* *This will be included in the general comment on transit projects progress. (Steve Olanoff)*

We would like to add a comment requesting that rail be considered as strongly as bus rapid transit in the phasing of the Urban Ring Project, as was suggested in the EOE DEIR/DEIS certificate. *(Marilyn Wellons, Vince Dixon, and Romin Koebel)* *This comment will be included. (Steve Olanoff)*

Will a comment be included on transit and land use studies? *(Chris Porter)* *Yes. (Steve Olanoff, Frank DeMasi, and Vince Dixon)*

Can some of the freight comments be deleted? *(Steve Olanoff)* *Some of them can be condensed. (Frank DeMasi)*

To save space, perhaps the number of times the phrase "The Advisory Council is concerned..." can be reduced. *(Dom D'Eramo)*

Should a comment be included on the furtherance of double stack rail capability into Boston? *(Romin Koebel)* *Yes. (Frank DeMasi)*

I would like to eliminate the comment on proposing an I-495/I-90/Route 9 Area Interchange Study for the UPWP until the Advisory Council is better informed on this issue. *(Walter Bonin)* *This comment will be deleted. (Steve Olanoff)*

MOTION: A motion was made by Richard Canale and seconded by Chris Porter to allow the Chair to finalize this letter, based on the above discussions, and submit it to the Transportation Planning and Programming Committee. This motion passed unanimously.

6. Advisory Council Committees

Freight - *Domenic D'Eramo & Frank DeMasi - Co-Chairs*

A member of the Transportation Finance Commission recently consulted with the Freight Committee on freight issues. The Freight Committee hopes to hear more from them about freight in the near future. The next meeting of this committee will be held on September 13.

Regional Transportation Plan (Plan) - *New chair to be determined.*

There was no activity to report. A new chair is needed.

Transportation Improvement Program (TIP) - *New chair to be determined.*

See Item 5 above. A new chair is needed.

Unified Planning Work Program (UPWP) - *Steve Olanoff, Chair*

See Item 5 above.

Membership - *Frank DeMasi, Chair*

All committees are in need of additional members.

Program - *Richard Canale, Chair*

The Advisory Council agreed by consensus to plan a field trip to Crosby's Corner and schedule a briefing by the MBTA's General Manager and/or his designees on MBTA issues. This committee is in need of additional program ideas and members.

Nominating - *Jeff Levine, Chair*

Having received no other nominations, this committee recommended and nominated the current Chair and Vice Chair for another term, with elections to be held during the September Advisory Council meeting.

7. Member Items for Discussion

There were no member items for discussion.

8. Other Business

There was no other business.

9. Adjournment

A motion to adjourn was made by Herb Pence and seconded by Dom D'Eramo. The motion passed, unanimously, and the meeting was adjourned at 4:45 PM.

Attachments:

1. Attendance List for August 9, 2006
2. Draft 08-04-06 TIP/UPWP Comments Letter
3. Final 08-15-06 TIP/UPWP Comments Letter (see accompanying separate .pdf file)

CTPS/WAM/wam

ATTACHMENT 1: *Attendance List for August 9, 2006*

Cities and Towns

Boston: Tom Kadzis

Cambridge: Bill Deignan

Lexington: Gail Wagner

Marlborough: Walter Bonin

Millis: Domenic D'Eramo, Advisory Council Freight Committee Co-Chair

Revere: John Squibb

Wellesley: Frank DeMasi, Advisory Council Vice Chair, Advisory Council Freight Committee Co-Chair, and Advisory Council Membership Committee Chair

Westwood: Steven Olanoff, Advisory Council Chair and UPWP Committee Chair

Agencies

Inner Core: Jeff Levine, Inner Core Chair and Advisory Council Transportation Improvement Program (TIP) and Nominating Committees Chair

MassRIDES: Donna Smallwood

Minuteman Advisory Group on Interlocal Coordination (MAGIC): Richard Canale, Advisory Council Program and Nominating Committees Chair

Citizen Groups

Access Advisory Committee to the MBTA (AACT): Marilyn MacNab

Association for Public Transportation (APT): Vince Dixon

MassBike: Chris Porter

New England Bus Transportation Association (NEBTA): Herb Pence

WalkBoston: Fred Ames

Guests and Visitors

Rachel Dutcher

Romin Koebel

Ed Lowney

Carlye Murphy

Cheryl Ravalli

Marilyn Wellons

James Williams

Robert Sturgis

Boston Region Metropolitan Planning Organization Staff

Clinton Bench

Bill Moore

Pam Wolfe

ATTACHMENT 2: Draft TIP/UPWP Comments Letter

DRAFT: August 4, 2006

August 10, 2006

Kenneth S. Miller, P.E., Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
Ten Park Plaza, Room 4150
Boston, MA 02116

Dear Mr. Miller:

At its August 9, 2006 meeting, the Regional Transportation Advisory Council (Advisory Council) discussed the Draft FY 2007 Unified Planning Work Program (UPWP) and the Draft FYs 2007-2010 Transportation Improvement Program (TIP) that were in circulation for public review and comment. Based on that discussion, the Advisory Council voted unanimously to support both documents, but requests your attention to the reservations listed below.

General

Funding Constraints: The Advisory Council understands the tremendous funding constraints placed upon the MPO this fiscal year and appreciates the difficult decision-making needed in formulating these documents. The Advisory Council also fully realizes that, in making these comments, especially those involving new projects or studies or those advancing the timing of existing projects or studies, serious consideration must be given to which projects will be displaced, replaced, or delayed.

Future Project Cost Estimates: The Advisory Council is interested in developing a mechanism for providing for more dependable project cost estimates and wonders if future cost estimates should be adjusted for projected inflation to the date of expected contract bidding. The Advisory Council respectfully requests that the Transportation Planning and Programming Committee conduct a policy discussion on this issue in the near future.

UPWP

- **Blue Line/Red Line Connector:** The Advisory Council is concerned that this project may not move forward and requests that a design study be included in a future UPWP.
- **I-495 Circumferential Transit Study:** The Advisory Council is concerned about public transit in suburban areas and requests that a study be included in the FY 2008 UPWP that concentrates specifically on public transit and expands upon the work in FY 2006 underway in the current I-495 Transit Study and request it be performed under the "I-495 Corridor Transportation Study" listed on Page 7-10 of the Draft FY 2007 UPWP.
- **The Advisory Council is very interested in planning to support the MPO area's freight network. The following are studies we suggest for inclusion in the FY 2008 UPWP:**
 - **Double Stack/Rail Weight Capacity:** The Advisory Council is concerned about the lack of double stack railroad capacity from Worcester to Boston and from Ayer to Boston and insufficient weight-bearing capacity of the track to support the next generation of freight rail cars. We request an economic feasibility study that looks at improvements to selected freight lines and shared rail asset lines in view of trucking industry changes, supply chain management techniques, and freight distribution patterns.
 - **Future Port Development:** The Advisory Council is concerned about future seaport development and requests a study that incorporates the Seaport Advisory Council's planning work and identified land connections and traffic forecasts.

DRAFT

Advisory Council Letter to Kenneth S. Miller, P.E. of August 10, 2006 - Page 2 of 2:

- Guilford/Pan AM Railroad Operations: The Advisory Council is concerned about the viability and impact of Guilford/Pan AM's operations on strategic freight planning in the MPO and requests further study.
- Statewide Rail Study: The Advisory Council is concerned that the present statewide freight and passenger railroad plan is over sixteen years old and respectfully requests that an update of the plan be included in the FY 2008 UPWP.
- Intermodal Freight Facilities: The Advisory Council is concerned with our process for the siting and development of intermodal freight facilities. We request a study of how this can be improved by looking at the process in other states and MPOs and by using public/private partnerships.
- Urban Ring Phase II: The Advisory Council is concerned that the process to be undertaken as part of the work involved in the "Urban Ring Phase II Revised DEIR/DEIS Support" study listed on Page 7-24 of the Draft FY 2007 Unified Planning Work Program (UPWP) will not fully evaluate the impact that the Urban Ring may have on the Grand Junction freight and passenger rail corridors. The Advisory Council requests that these issues be addressed in this study.
- Transit/Land Use Studies: The Advisory Council is concerned about the impact of development and other land use activities on transit elements and requests that a study be undertaken as soon as possible to more fully explore these issues.
- Southborough/Westborough Route 9/Interstate I-495 Interchange Capacity Study: The Advisory Council is concerned about the ability of this interchange to handle future increases in traffic brought about by planned development in the area and requests that a study be undertaken as soon as possible to determine the present capacity and explore ways on which it might be increased.

TIP

- Salem/Route 1A (Bridge Street) Project: The Advisory Council hopes it can be moved into FY 2007.
- The Advisory Council is interested in advancing the following projects now in the TIP as quickly as possible and asks that schedule recovery opportunities be explored for each of them.
 - Route 128 Improvement Program
 - Concord & Lincoln/Route 2 (Crosby's Corner) Project

Thank you for your consideration.

Sincerely,

Steven H. Olanoff, Chair

cc: Frank DeMasi, Vice Chair

SHO/WAM/wam

ATTACHMENT 3: Final TIP/UPWP Comments Letter

Attachment 3 starts on the next page.

REGIONAL TRANSPORTATION ADVISORY COUNCIL



August 15, 2006

Kenneth S. Miller, P.E., Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
Ten Park Plaza, Room 4150
Boston, MA 02116

RE: Draft Fiscal Year 2007 Unified Planning Work Program (UPWP) and
Draft Fiscal Years 2007-2010 Transportation Improvement Program (TIP)

Dear Mr. Miller:

At its August 9, 2006 meeting, the Regional Transportation Advisory Council (Advisory Council) discussed the Draft FY 2007 Unified Planning Work Program (UPWP) and the Draft FYs 2007-2010 Transportation Improvement Program (TIP) that were in circulation for public review and comment. Based on that discussion, the Advisory Council voted unanimously to support both documents, but requests your attention to the important reservations listed below.

General Comments

Funding Constraints: The Advisory Council understands the tremendous funding constraints placed upon the MPO this fiscal year and appreciates the difficult decision-making needed in formulating these documents. The Advisory Council urges the MPO to aggressively pursue additional financial support from the State Legislature and the Administration to provide the funding needed to adequately meet the transportation needs of the region.

Future Project Cost Estimates: The Advisory Council is interested in developing a mechanism for providing more dependable project cost estimates and wonders if all future cost estimates should be adjusted for projected inflation to the date of expected contract bidding. The Advisory Council respectfully requests that the Transportation Planning and Programming Committee conduct a policy discussion on this issue in the near future.

Transit Progress: The Advisory Council is concerned about the lack of progress in proposed transit expansion in general and with the SIP commitments in particular. Examples include the Green Line extension to Somerville and Medford, Blue Line/Red Line connection, extension of the Blue Line, and the Urban Ring. The MPO should take the initiative to promote the appropriate and timely expansion of the transit system.

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

**Draft Fiscal Year 2007 Unified Planning Work Program (UPWP) and
Draft Fiscal Years 2007-2010 Transportation Improvement Program (TIP)****UPWP**

- Blue Line/Red Line Connector: The Advisory Council supports this project moving forward and requests a cost/benefit study to establish its priority among transit projects.
- I-495 Circumferential Transit Study: The Advisory Council places a high priority on public transit in suburban areas and is disappointed that the FY 2006 I-495 Circumferential Transit Study has not been completed in time for a follow-up study in FY 2007. We therefore request a study in the FY 2008 UPWP that concentrates specifically on suburban public transit and expands upon the work in the FY 2006 study.
- Bicycle/Pedestrian Mobility in Urban Centers (Page 7-5): We endorse this study and urge the MPO to choose the suggested Route 9 Riverway/Brookline Village location as one of the study areas. Since other studies are being done and additional funding is available for improvements in this area, we urge that this study be coordinated with the other groups involved.
- The Advisory Council is very interested in planning to support the MPO area's freight network. The following are freight related studies we suggest for inclusion in the FY 2008 UPWP:
 - Rail Freight Study: The Advisory Council requests an economic feasibility study for improvements to selected freight rail lines and shared rail asset lines (MBTA/AMTRAK) in view of trucking industry changes, supply chain management demands, and freight distribution patterns. The lack of double stack vertical clearance from Worcester to Boston and from Ayer to Boston, and insufficient track weight-bearing capacity for the current and future generation of freight rail cars should be addressed.
 - Future Port Development: To provide support for a statewide intermodal port system, the Advisory Council requests a study to identify rail and highway connections to the ports and the resulting traffic increases, incorporating the planning work of the Seaport Advisory Council.
 - Guilford/Pan AM Railroad Operations: The Advisory Council is concerned about the viability and impact of Guilford/Pan AM's operations and business decisions on strategic freight planning in the MPO region and requests further study.
 - Statewide Rail Study: The Advisory Council is displeased that the present statewide freight and passenger railroad plan is over sixteen years old and respectfully requests a coordinated EOT/MPO/MBTA update of the plan.
 - Intermodal Freight Facilities: There is a lack of a state level process for siting and developing intermodal freight facilities. A study to improve this should look at the process in other states and MPOs, particularly those that use public/private partnerships.

**Draft Fiscal Year 2007 Unified Planning Work Program (UPWP) and
Draft Fiscal Years 2007-2010 Transportation Improvement Program (TIP)**

- Transit and Land Use: The Advisory Council is troubled by the loss of railroad rights of way and transportation-oriented industrial land to redevelopment and other land use conversions. We request that this issue be included in all relevant studies.
- Urban Ring Phase II: The Advisory Council is concerned that the Urban Ring Phase II Revised DEIR/DEIS Support study (Page 7-24) will not fully evaluate the impacts on the use of the Grand Junction rail corridor for its current critical rail freight (CSX) and passenger rail (MBTA/AMTRAK) use. The Advisory Council requests that this be addressed in the study.
- Urban Ring Phase II: Serious consideration should be given to re-evaluate the phasing of the Urban Ring project to go directly to rail without interim Bus Rapid Transit (BRT) as was suggested by EOEA in its May 20, 2005 DEIR/DEIS Certification.

TIP

The Advisory Council is very concerned at the number of local and regional projects that have been delayed in the draft TIP and repeats our recommendation to the MPO to aggressively pursue additional funding.

The Advisory Council wishes to advance the following regionally significant projects:

- Route 128 Improvement Program, which is in danger of failing to meet its construction completion date
- Concord & Lincoln/Route 2 (Crosby's Corner) Project, which has been delayed for one year

We are equally concerned with the following local projects:

- Foxboro/Norfolk/Wrentham Route 115 – delayed three years
- Everett Route 99 – delayed two years
- Boston Massachusetts Avenue – delayed two years
- Salem/Route 1A (Bridge Street) – delayed for one year

Thank you for your consideration.

Sincerely,



Steven H. Olanoff, Chair

SHO/WAM/wam