

Minutes of the June 14, 2005

Boston Region Metropolitan Planning Organization Meeting

Agenda Item # 1: Welcome and Introductions

Acting on behalf of MPO Chairman Cogliano, Executive Office of Transportation (EOT), Dennis DiZoglio opened the meeting at 1:07 PM. Introductions were waived. The attendance sheet is attached.

Agenda Item # 2: Approval of May 26, 2005 meeting minutes

No action was taken.

Agenda Item #3: Consultation with EOT on Reevaluation of State Implementation Plan Transit Commitments and EOT Recommendation

Dennis DiZoglio presented the results of the additional analysis, requested by the MPO at its May 26, 2005 consultation meeting, evaluating with one common baseline each of the 12 transit projects considered in the State Implementation Plan (SIP) transit commitment reevaluation process. The Regional Transportation Plan year 2025 transportation network was used as the baseline for this analysis.

The evaluated projects were rated considering seven major goals: improving mobility, utilization, cost-effectiveness, air quality/climate, service quality, land use and economic development, and environmental justice. Other factors, such as user benefits and changes in vehicle miles traveled, were also analyzed. (Please see the attached materials for details.) In addition to the goals to which the projects were evaluated, readiness, ease of implementation, and geographic distribution around the region were considered as EOT made its recommendation.

The rankings of the projects in this additional analysis did not change significantly from the original analysis presented to the MPO on May 26, with the exception of the Blue Line extension to Lynn. During the first round of analysis, six of the projects were evaluated using the 2025 Regional Transportation Plan baseline, so no change was expected for those projects.

Dennis DiZoglio explained that EOT will review the MPO's recommendations and will make a recommendation to DEP on a change in the SIP commitments.

The administration's goal in this process is to make changes to the transit commitments in the SIP to be approved by the federal government and the Department of Environmental Protection (DEP). If any changes are approved, the Regional Transportation Plan may need to be amended.

Regarding the rankings of the projects, Steve Woelfel stated that the results of the qualitative criteria are derived directly from the Program for Mass Transportation (PMT).

The service quality criterion includes improvements to customer safety, station access, and customer information. The criterion is meant to address enhancements to existing service as opposed to system expansion. The Fairmount Line scored high in this criterion because it provides significant improvements to customer safety.

David Koses asked what the estimated ridership on the extended Green Line to Union Square would be within this analysis. Karl Quackenbush stated that the two proposed branches of the Green Line, to West Medford and to Union Square, interact with each other and the ridership in the West Medford-only scenario cannot be subtracted from the West Medford and Union Square scenario to result in an accurate ridership estimate for Union Square alone. Furthermore, the scenario with both Green Line branches used a 5-minute headway for the West Medford branch and the scenario with only the West Medford branch used a 7-minute headway, so the two cannot be used to derive ridership for the spur to Union Square alone.

Members asked about the environmental justice score of the Red-Blue Connector. Clinton Bench stated that the Red-Blue Connector does not serve a community without public transportation service, so whereas it serves an environmental justice community, it improves upon an existing service rather than provides new service. This partly explains why the Red-Blue connector did not score as high as other projects in terms of environmental justice.

Barbara Lucas stated that PMT was not intended to compare one project to another. She asked whether the Green Line branch to Union Square alone was evaluated separately in order to understand the benefits of the spur by itself. Clinton Bench stated that it was not included in the analysis because it is not a proposed project.

Jim Gillooly stated that East Boston is heavily burdened by the regional transportation system. If the Red-Blue Connector is not implemented in the near future, transportation options for East Boston, such building the East Boston haul road and adding a stop for the Silver Line at Airport Station, should be pursued.

David Mohler asked why the Green Line extension to West Medford with the Union Square spur shows less revenue than the Green Line extension to West Medford alone. Karl Quackenbush stated that in the second round of analysis, the Urban Ring phases one and two were assumed to be operational, which has a differential impact on these two projects. Also, the revenue category takes into account lost revenue on other routes or lines in the system if riders leave one route for another.

David Mohler suggested that farebox recovery ratio category be relabeled, as it reflects annualized cost divided by revenue, not what is generally referred to as farebox recovery ratio.

Barbara Lucas asked why the Fairmount Line project was recommended over the Red-Blue Connector, despite lower rankings in the criteria. Dennis DiZoglio stated that there are more factors to be considered than simply the results of the analysis, such as geographic equity, readiness, and community support.

Barbara Lucas asked to review the detailed analysis that was conducted on the Arborway project during the DEIR process. The analysis will be made available to interested members. Additionally, copies of the public comment letters sent to EOT and DEP are available for interested members.

Jim Gillooly stated that special consideration should be made to the projects that provide air quality benefits to the communities in which commitments were made. Bus signal prioritization and other ITS improvements could be made in the Arborway corridors and in other areas with much lower costs than rail.

Paul Regan stated that the commitments were made fifteen years ago by a different administration. What is important now is the transportation system as it exists today, and replacement projects should be chosen to best improve the system of today.

Gordon Feltman stated that the commitments could be viewed as a contract, and changes to a contract should be negotiated.

Members stated that *TRANSREPORT* incorrectly reported that the doubling of service along the Worcester/Framingham commuter rail line is part of the SIP commitments. The article also stated the cost of the Green Line Extension to West Medford as \$559 million, where it should read \$459 million. A correction will be made in the next issue.

A public meeting is scheduled for June 22 at 6 PM to hear comments from the public regarding the SIP transit commitments. An MPO meeting is scheduled for June 30 as the last consultation with EOT in this phase of the SIP commitment process.

Agenda Item # 4 Other Business

There was no other business.

Agenda Item # 5: Adjourn

The meeting ended at 3:00 PM.

**Boston Metropolitan Planning Organization
Tuesday, June 14, 2005**

Initials	Name	Organization
	Matthew J. Amorello	MassPike
	David Cash	EOEA
	Jonathan Church	CTPS
	John Cogliano	EOT
	David Cohen	City of Newton
	Joseph Cosgrove	MBTA
X	Paul Coviello	City of Everett
	Craig Coy	Massport
X	Sean Daly	CTPS
	Rick Dimino	MAPC
X	Dennis DiZoglio	EOT
	Lynn Duncan	City of Salem
X	Ginger Esty	Town of Framingham
X	Jared Fijalkowski	CTPS
X	Gordon Feltman	Town of Bedford
X	Jim Gallagher	MAPC
X	James Gillooly	City of Boston
	Astrid Glynn	EOT
	Stephen Hines	MassPike
X	Thomas Kadzis	City of Boston
X	Shirin Karanfiloglu	MassPike
X	David Koses	City of Newton
X	Jeff Levine	Advisory Council
	Cathy Lewis	CTPS
X	Barbara Lucas	MAPC
	Rick Marquis	FHWA
X	Anne McGahan	CTPS
	Thomas Menino	City of Boston
	Kenneth Miller	MassHighway
X	David Mohler	MassHighway
	Bill Moore	CTPS
	Andrew Motter	FTA
X	Mary Pratt	Town of Hopkinton
X	Karl Quackenbush	CTPS
	David Ragucci	City of Everett
X	Paul Regan	MBTA Advisory Board
	Bob Reyes	Massport
	Ed Silva	FHWA

X	Arnie Soolman	CTPS
	Mary Ellen Sullivan	CTPS
	Mayor Stanley Usovicz Jr.	City of Salem
X	Stephen Woelfel	MBTA
X	Pam Wolfe	CTPS
	Other Attendees:	
X	Wig Zamore	Mystic View Task Force, STEP
X	Steve Olanoff	RTAC
X	Carrie Schneider	CLF