CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE AGENDA

WEDNESDAY, MARCH 7, 2012

7:45 PM
Room 202

ITEMS SCHEDULED FOR DISCUSSION:

#278-11 ALD. YATES, requesting a report from His Honor the Mayor on the likely impacts on traffic in Newton from the changes to the Route 9/128 intersection as part of the Add-A-Lane Project. [09/26/11 @ 2:37 PM]
HELD 7-0, Ald. Fuller not voting on 01/04/12
HELD 7-0, Ald. Johnson not voting on 02/08/12

#59-12 ALD. YATES, requesting a report from His Honor the Mayor as to how the City can support the request of the MBTA Advisory Board that the costs of the MBTA Police Department be assumed by the Massachusetts Executive Office of Public Safety and Homeland Security. [02/21/12 @ 8:29 PM]

#60-12 ALD. YATES, requesting a report from His Honor the Mayor as to how the City can support the recommendations of the MBTA Advisory Board that the Massachusetts Port Authority assure the costs of the commuter ferries into Boston. [02/21/12 @ 8:29 PM]

ITEMS NOT SCHEDULED FOR DISCUSSION:

#417-11 ALD. JOHNSON requesting a discussion with the Department of Transportation regarding sound barriers along the Turnpike. [12/07/11 @ 9:29 PM]
HELD 8-0 on 01/04/12

REFERRED TO PS&T AND PUBLIC FACILITIES COMMITTEES

#413-11 ALD. CICCONE, SALVUCCI, GENTILE & LENNON updating the Public Facilities and Public Safety & Transportation Committees on the progress of renovations to the city's fire stations. [11/17/11 @11:07 AM]

The location of this meeting is handicap accessible and reasonable accommodations will be provided to persons requiring assistance. If you have a special accommodation need, please contact the Newton ADA Coordinator Trisha Guditz at 617-796-1156 or tguditz@newtonma.gov or via TDD/TTY at (617) 796-1089 at least two days in advance of the meeting.

REFERRED TO FINANCE AND APPROPRIATE COMMITTEES

#383-11 HIS HONOR THE MAYOR submitting the FY13-FY17 Capital Improvement Program pursuant to section 5-3 of the Newton City Charter and the FY12 Supplemental Capital budget which require Board of Aldermen approval to finance new capital projects over the next several years. [10/31/11 @ 3:12 PM]

#289-11 ALD. HESS-MAHAN, SWISTON, SALVUCCI, requesting a discussion with the Animal Control Department regarding the presence of coyotes in Newton and the recent attack on a dog in West Newton. [10/06/11 @ 9:07 AM]

REFERRED TO PUBLIC SAFETY & TRANS. AND FINANCE COMMITTEES

#262-11 HIS HONOR THE MAYOR requesting amendments to Chapter 17 of the City of Newton Ordinances, 2007 to increase fees for permits issued by the Fire Department. [08/29/11 @ 3:50 PM]

#233-11 ALDERMEN CROSSLEY, YATES AND RICE requesting a discussion with the Massachusetts Department of Conservation & Recreation (DCR) regarding design and location of the recently created pedestrian access from Quinobequin Road to the revised DCR trail parallel to the Charles River, where pedestrians are concealed and unprotected from oncoming traffic, and further to consider redesign and/or relocation to make access points to the trail safe for both pedestrians and drivers. [08/01/11 @ 4:18 PM]
HELD 6-0, Ald. Fuller and Harney not voting on 01/04/12

#137-11 ALD. DANBERG AND FULLER requesting possible changes to City Ordinance 19-191, Parking Meter Fees, to require a minimum purchase at long-term parking meters in order to discourage short-term use. [4/26/11 @ 9:52 AM]
HELD 8-0 on 01/18/12

REFERRED TO PS&T AND PUBLIC FACILITIES COMMITTEE

#41-11 ALD. JOHNSON, LENNON AND DANBERG requesting discussion of the elimination, except during snow emergencies, of the overnight parking ban which is in effect from November 15 through April 15. [01/18/11 @ 9:00 PM]

REFERRED TO PUBLIC SAFETY&TRANSPORTATION & FINANCE COMMITTEES

#363-10(2) ALD. ALBRIGHT proposing a trial of parking meter free Saturdays between Thanksgiving and New Year for the shopping areas to support shopping at local businesses in Newton. [02/10/12 @ 9:13 AM]

#279-10 ALD. JOHNSON, ALBRIGHT & LINSKY, requesting the development of a comprehensive traffic and parking plan for the Newton North High School neighborhood with the following streets as its borders: Commonwealth Avenue, Washington, Harvard and Valentine Streets. This plan to be completed by November 30, 2010 will include a fix to short term (immediate needs) and longer term needs to effectively manage the traffic circulation within the neighborhood, provide pedestrian and vehicular safety, and preserve quality of life for the neighborhood, school staff and faculty. [10/06/10 @ 12:33 PM]

Respectfully submitted,

Allan Ciccone, Jr. Chairman

#278-11

City of Newton

DEPARTMENT OF PUBLIC WORKS

TRANSPORTATION DIVISION
110 Crafts Street
Newton, MA 02460

Setti D. Warren
Mayor

DATE: February 16, 2012

TO: Darren Conboy, Project Manager I-95 Add-a-Lane "Bridge V"

FROM: Clint Schuckel, Director of Transportation

RE: **Meeting February 22 Questions from City of Newton**

CC: David Turocy – DPW Commissioner
File

Included below is a summary of the three points I have heard in previous public meetings about the Add-a-Lane project held in the City of Newton. The summary is followed by the emails received. Thank you for taking the time to review these comments and meet with City officials the evening of February 22.

City of Newton's Four Categories of Concerns (In no particular order)

1. It is a given that the proposed signals on Route 9 at I-95 will cause greater delays to Route 9 through traffic. Please justify why the two ramps must be eliminated and why it cannot be left 'as is." A related concern that the new signals will cause delays for westbound Route 9 traffic and some vehicles will divert to Quinobequin Road to access I-95 northbound at the Route 16 interchange. The functional design report (LOS tables) does not give queue length information so it's unclear if the Route 9 westbound on-ramp to I-95 northbound will be blocked by queues of vehicles at the signal. Please describe how 3 lanes of traffic (2 left turn lanes, and 1 right turn lane) can safely merge to one lane before leaving Route 9 to access I-95. The questions submitted by Alderman Yates (see below) generally pertain to the proposed signals at Route 9 and I-95.

2. The City is concerned that the CTPS traffic projections may underestimate the impacts of the new interchange at Kendrick St, coupled with the stated development assumptions and background growth in traffic volumes. The City asked MassDOT to study potential impacts and needs for mitigation under a scenario where the traffic volumes increased to HIGHER levels than those forecast by CTPS. However, the consultant's report only address the impacts associated with the CTPS ACTUAL traffic numbers, which as expected, have a minimal impact on Nahanton Street. In summary, this report fails to address any of the City's concerns relative to future traffic volumes on Nahanton Street. The questions submitted by Alderman Kalis (see below) generally pertain to concerns about the traffic projections for Nahanton Street.

3. As indicated at the February 2 meeting with elected officials, City of Newton and Town of Needham staff, and interested citizens, (attended by Jacobs), there is concern about the intersections of the proposed bicycle lanes with the entrance/exit ramps at the Highland and Kendrick interchanges.

4. The Upper Falls Neighborhood Area Council recently voted to recommend that the City enter a 99-year lease with the MBTA to establish a greenway/bike path on the Newton side of the Charles River. The current MBTA right of way extends across the Charles River into Needham and then over I-95. Project proponents and other Newton-based bicycle advocates have asked what it would cost to construct a bike/ped bridge in the location of the rail bridge being removed as part of the Add-a-Lane project. Currently, the project proposes to construct a foundation in the median for potential future use as a bridge, but no abutments or bridge structure is included in the scope of work.

Submitted by Alderman Yates, Ward 5:

Draft Questions on Traffic Impact of Add-a-lane Project to Newton streets near intersection of Routes 9 and 128

What is the amount of traffic going southbound on 128 at the Route 9 intersection ?

How is it divided between through traffic, westbound on Route 9, and eastbound on Route 9?

What is the division expected to be after the compression of the two exits into one with a stop light?

What will the level of service be at the stop light? (How long will cars leaving 128 be stopped at the light, particularly during rush hours?)

How many drivers who anticipate a hold up at the light will be diverted to alternative routes through Newton such as Quinobequin Road, Chestnut Street, etc.?

What will the level of service be at the light for cars going westbound on Route 9?

How many cars will be diverted to other routes through Newton by delays at the light ?

What is the amount of traffic going northbound on 128 at the Route 9 intersection?

How is it divided between through traffic. Eastbound on Route 9, and westbound on Route 9?

What is the division expected to e after the compression of the two exist into one with a stop light?

What will the level of service be at the stop light? (How long will cars leaving 128 be stopped at the light, particularly during rush hours?)

How many drivers who anticipate a holdup at the light will be diverted to alternative routes through Newton (Highland Avenue/Needham Street to Oak Street, Centre Street, Chestnut

Street, Quinobequin Road, Kenrick Street to Dedham Street to Parker Street, Centre Street, or Walnut Street)?

What will the level of service be at the light of cars going eastbound on Route 9?

How many cars will be diverted to other routes through Newton by delays at the light?

Submitted by Alderman Kalis, Ward 8

Additional Questions:

1. Given the traffic implications to Newton on Nahanton St, is there any consideration, plans, or dollars to direct to traffic flow improvements at the intersection of Nahanton and Dedham as well as the intersection of Nahanton and Winchester?

2. What is the estimated shift of weekday and weekend, as well as commute trips from Needham St to Nahanton St?

3. Will a study be done to understand traffic flow differences on Winchester St and then downstream, implications to the traffic light at Dedham and Winchester?

4. What is the plan to review actual impact following implementation and will dollars be set aside to address any unforeseen impacts?

5. Is the new intersection at Kendrick intended to be a full intersection or only an entry from 128 South? Please specify the details of this intersection.

6. Will the new Kendrick St bridge continue to allow flow to and from Needham and Newton?

Email # 1

------- Forwarded message follows -------
Subject: Public safety meeting
From: Maureen Reilly Meagher
Date sent: Tue, 7 Feb 2012 13:53:10 -0500
To: "ddelaney@newtonma.gov" <ddelaney@newtonma.gov>

Hi Danielle,

Hope you are well.I have a couple of questions.

1)I would like to ask of our city officials,why intersection of Route 9 and 128 was left off comment letter sent by the mayor's office and Bob Rooney in June to DOT?

2)The current design at this intersection was originally seen as a temporary action taken for the duration of the project,when did it become a permanent change and why?

3)I am still wondering if there are existing traffic studies available for Quinobequin Road, Chestnut Street, Ellis street and can they be made available to residents at the meeting?

4) Can a discussion of stormwater design under highway be part of presentation.

Thanks Danielle
I will see you tomorrow night.
sincerely
Maureen
Sent from my iPad

Email # 2

------- Forwarded message follows -------
From:
Date sent: Tue, 7 Feb 2012 11:13:05 -0500 (EST)
Subject: Public Comment for the Members of the Public Safety & Transportation Committee
To: ddelaney@newtonma.gov

Dear Clerk of the Board,
Please forward this email as our comments to the members of the Public Safety & Transportation Committee,in regards to Item # 278-11 Alderman Yates, requesting a report from His Honor the Mayor, on the likely impacts on traffic in Newton from the changes to the Route 9/128 intersection as part of the Add-A-Lane Project. Meeting on Wednesday 2/8/2012 at 8:00 pm in Room 202, Second Floor, City Hall.

As residents of Quinobequin Road and the surrounding area, we are very concerned about the proposed reconstruction of the ramps, and the addition of traffic lights to the Route 9/123 interchange. There is no question in our minds, this change will negatively impact Quinobequin Road and the surrounding streets. Quinobequin Road is a recreational road owned and

maintained by DCR. It has few sidewalks and berms, and few poorly functioning drains. It was designed as a recreational road, winding to follow the footprint of the Charles River. NOT as a by-pass road for an interstate Highway! The abutting densely settled neighborhood cherishes the adjacent open space. We know all to well the negative impacts traffic can have on a neighborhood! We worked Diligently and relentlessly with local, state and federal officials, for over a decade to get the soundbarrier constructed, to decrease the impacts the traffic has on the river, the open space and the quality and health of the neighborhood. It is almost unimaginable to think we could be threatened with additional negative consequences from increased traffic in this area. We would be negligent if we did not ask you to have the foresight when considering this project, to consider the additional impact from the Riverside project, as well.

Although separate projects, they both will impose dramatic and permanent impacts to this area. Therefore, we trust you will carefully and methodically, consider these projects. Using all means possible to assess and avoid all negative impacts. Andmake a detailed plan and follow thru for all mitigation. Further we ask, youto advocate for us with all agencies involved, to protect the quality of our lives, our health, the stability of our property values and the beautiful river and slice of cherished open space we all enjoy. Please keep foremost in your minds, we are an established neighborhood. We deserve to have a good quality of life and live in a healthy surrounding environment.

Respectfully & Gratefully,

Thomas & Valerie Forte-120 Quinobequin Rd

Email # 3

------- Forwarded message follows -------
From: Lisa Frank
To: ddelaney@newtonma.gov
Subject: Traffic Impact to Quinobequin Road - Rt 9/128 Intersections
Date sent: Fri, 3 Feb 2012 20:39:28 -0500

We live at 350 Quinobequin Road and are greatly concerned about the increase in traffic to our road. It is already a cut through street with speeding traffic. Any changes that increase the traffic will actually make it extremely dangerous as many people enjoy walking along this road. There are no sidewalks...

A permanent road block should be made on Quinobequin rd at the ramp location to go on rt 128 south. I do believe the neighborhood would be saved from all the cut through traffic.

Lisa Frank

Email # 4

------- Forwarded message follows -------
From: Jeanie Roper
Subject: Regarding mtg on Rt.128 widening
Date sent: Tue, 31 Jan 2012 14:23:19 -0500
To: ddelaney@newtonma.gov
> Dear Ms. Delany,

Could you please let the Aldermen know that a big problem on route128 is that as soon as one gets on 128 N from rt.9 it is necessary to get over 2 lanes to avoid the back up from people trying to exit to get on the Pike. Route 128N curves steeply so that getting over to the left while the road curves right is very hard in terms of looking behind to check before changing lanes. Maybe if they expand it they could move the lanes that feed into the Pike over and make it a more gradual curve to get by that on the left for a mile or so south of the Pike exit.
I hope this makes sense to you. It really is a dangerous area with lots of people changing lanes to get over to get on the Pike or coming onto the highway and trying to get over to avoid Pike exiters between route 9 and the pike.
Thank you, Jean Roper

#278-11

I-95 Add-A-Lane
(Kendrick to Route 9)

Clint Schuckel, PE

Director of Transportation

Division, Newton DPW

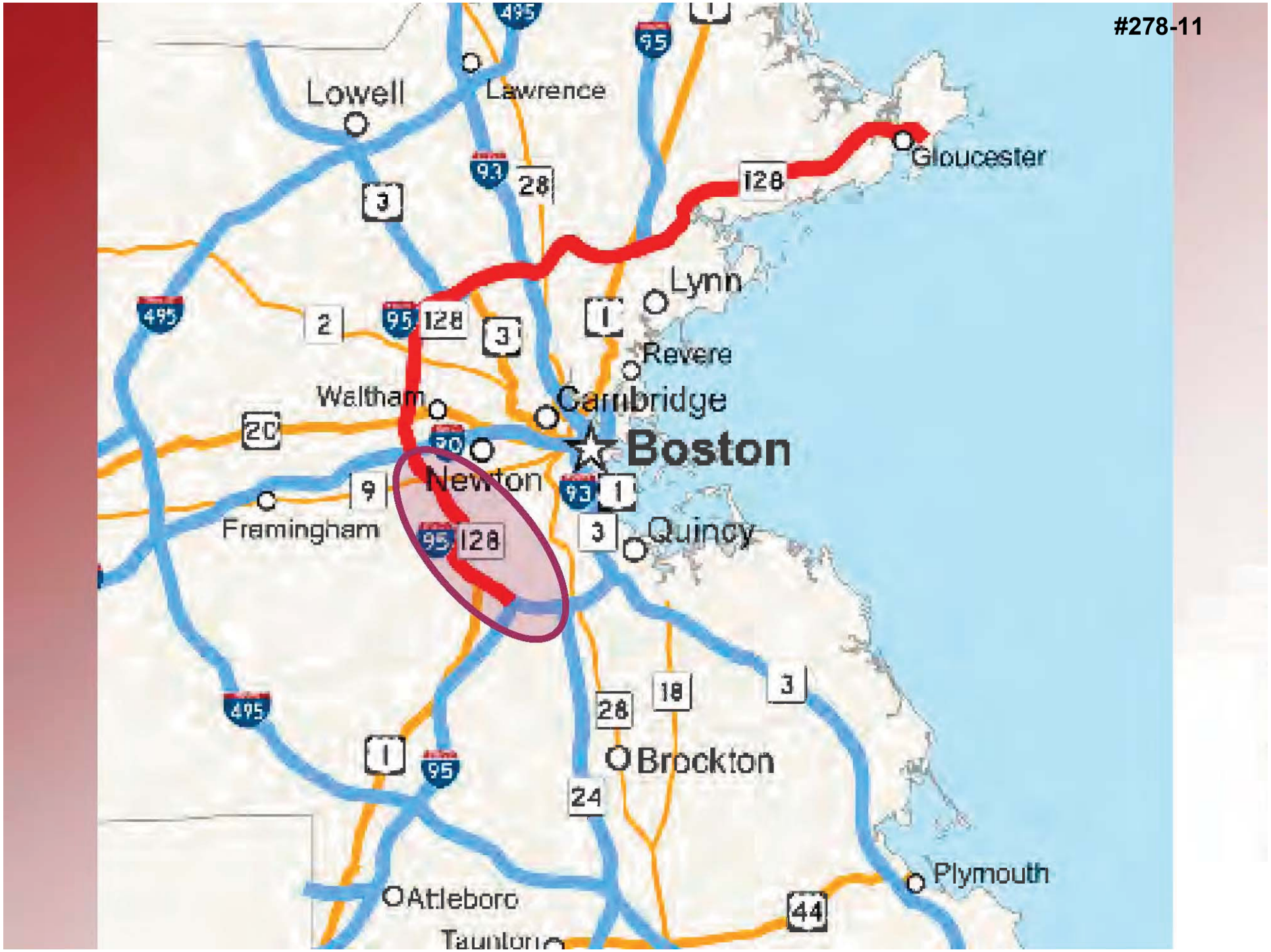
February 8, 2012

Outline

- Project scope & schedule
- Traffic projections
  - Basis
  - Do we believe them?
- Ped/Bike concerns

- How will this project impact the City of Newton and what can we do about it?

#278-11

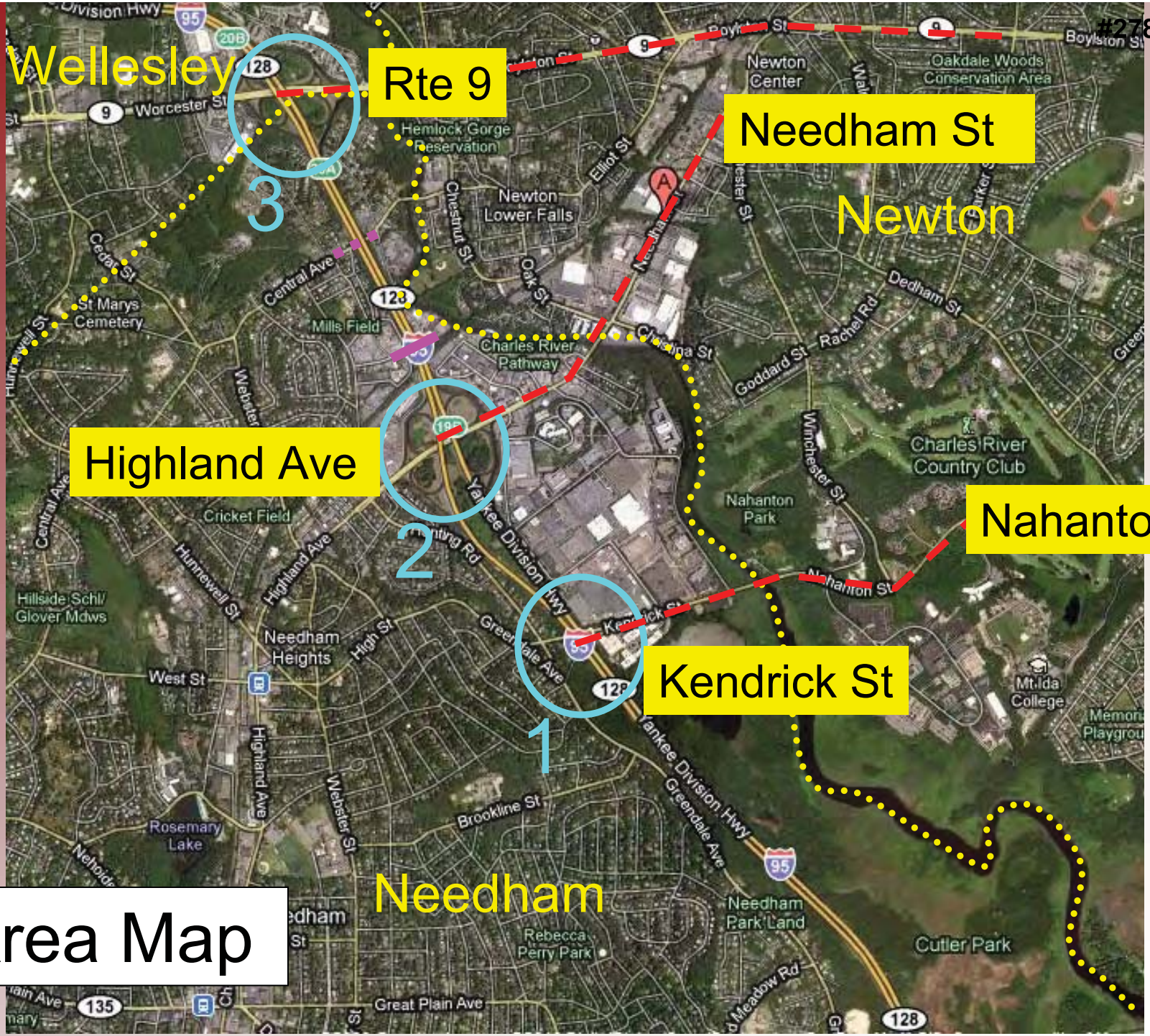

Lowell
Lawrence
Gloucester
Lynn
Revere
Waltham
Cambridge
Boston
Newton
Framingham
Quincy
Brockton
Plymouth
Attleboro
Taunton
495
95
93
128
28
3
2
1
20
9
18
24
44

"Add a Lane" Overview

- Reconstruct
  - 14.3 miles of I-95 (widen to 8 full lanes) from Route 24 in Randolph to Route 9 in Wellesley
  - 22 bridges
- Cost= $344 million (Source: BostonGlobe, April 2010)
- Sequence: from south (Rte 24) to north (Rte 9)
- Start: 2003
- Projected completion: 2016

Needham/Wellesley Section Overview
"Bridge V" or "Contract 5"

- Reconstruct
  - 3.3 miles of I-95 (widen to 8 full lanes)
  - 3 interchanges (Kendrick, Highland, Route 9)
  - MBTA bridge (center pier only)
  - Central St overpass (becomes Elliot St in Newton)
- Estimated construction cost: $127 million
- Designer: Jacobs/HDR, McMahon (traffic)
- Estimated start date: 2013
- Estimated completion: 2016


Wellesley
Rte 9
Needham St
Newton
Highland Ave
Nahanton St
Kendrick St
Needham
3
2
1
Newton Center
Oakdale Woods Conservation Area
Hemlock Gorge Reservation
Newton Lower Falls
St Marys Cemetery
Mills Field
Charles River Pathway
Charles River Country Club
Nahanton Park
Cricket Field
Hillside Schl/ Glover Mdws
Needham Heights
West St
Rosemary Lake
Mt Ida College
Needham Park Land
Rebecca Perry Park
Cutler Park
Great Plain Ave
Worcester St
Boylston St
Dedham St
Goddard St
Rachel Rd
Winchester St
Central Ave
Highland Ave
Webster St
Chestnut St
Oak St
Elliot St
Brookline St
Greendale Ave
Yankee Division Hwy
High St
Hunnewell St
Cedar St
Meadow Rd

Area Map

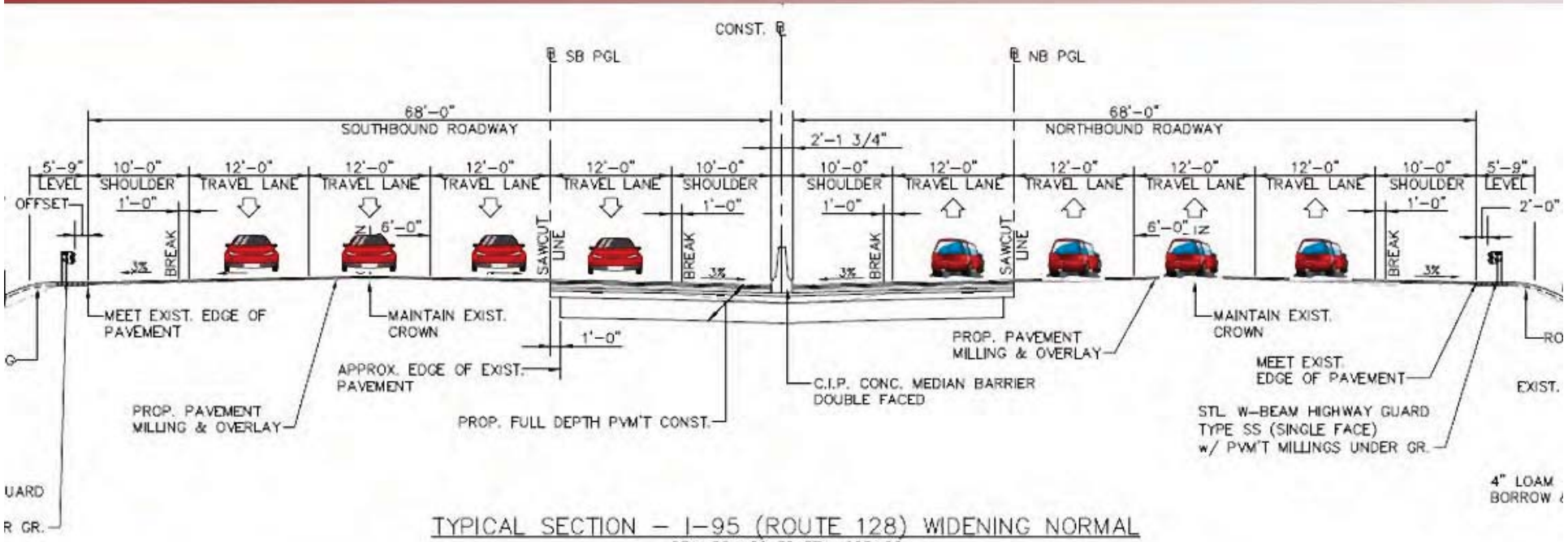
Add-a-Lane Trivia

- Route 128 is known as "America's _____ Highway" or the "_____ Division Highway"

A. Oldest…Patriot
B. Minuteman…Long
C. Technology…Yankee
D. Revolutionary…American League East

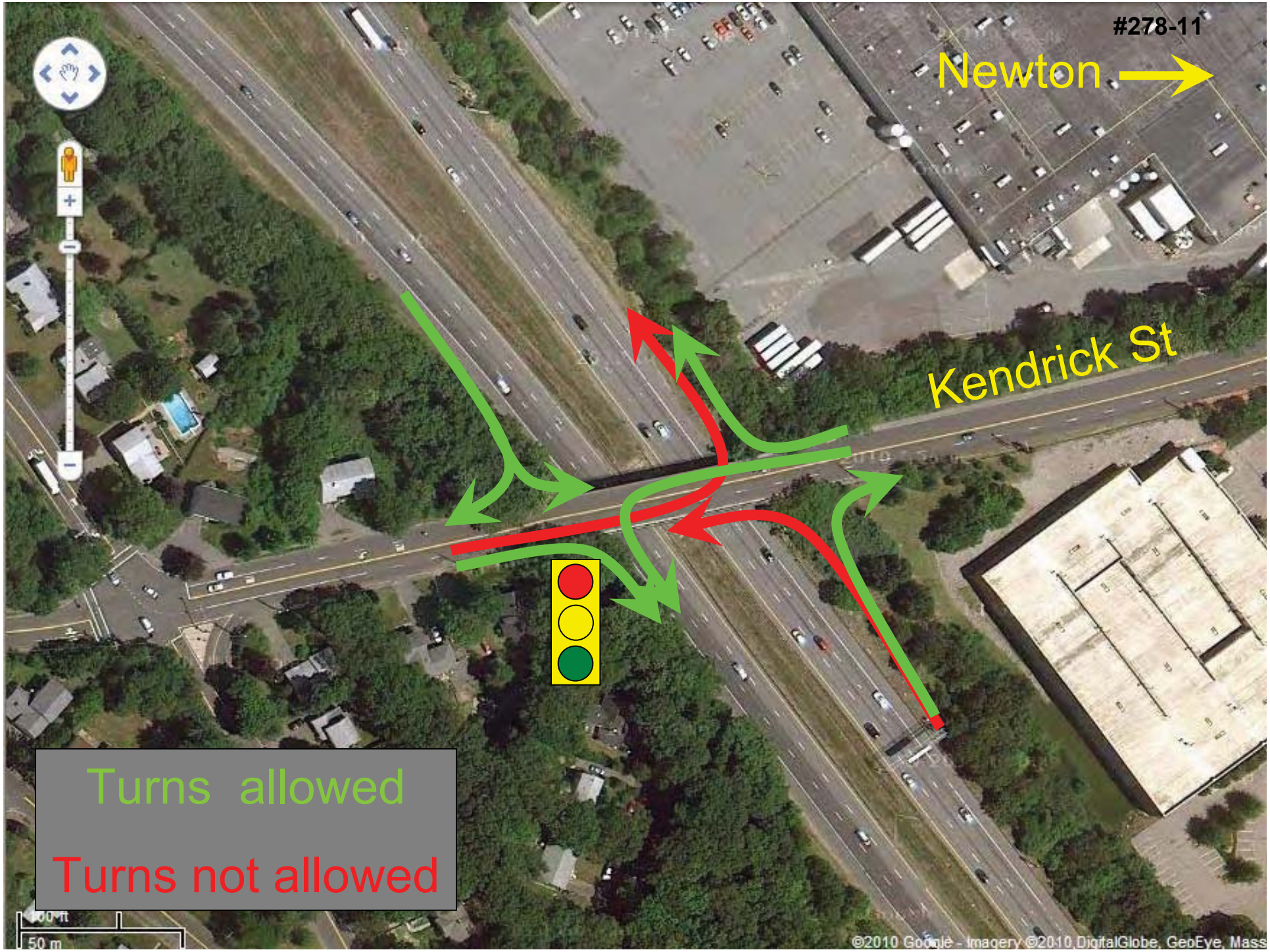
Existing I-95 lanes

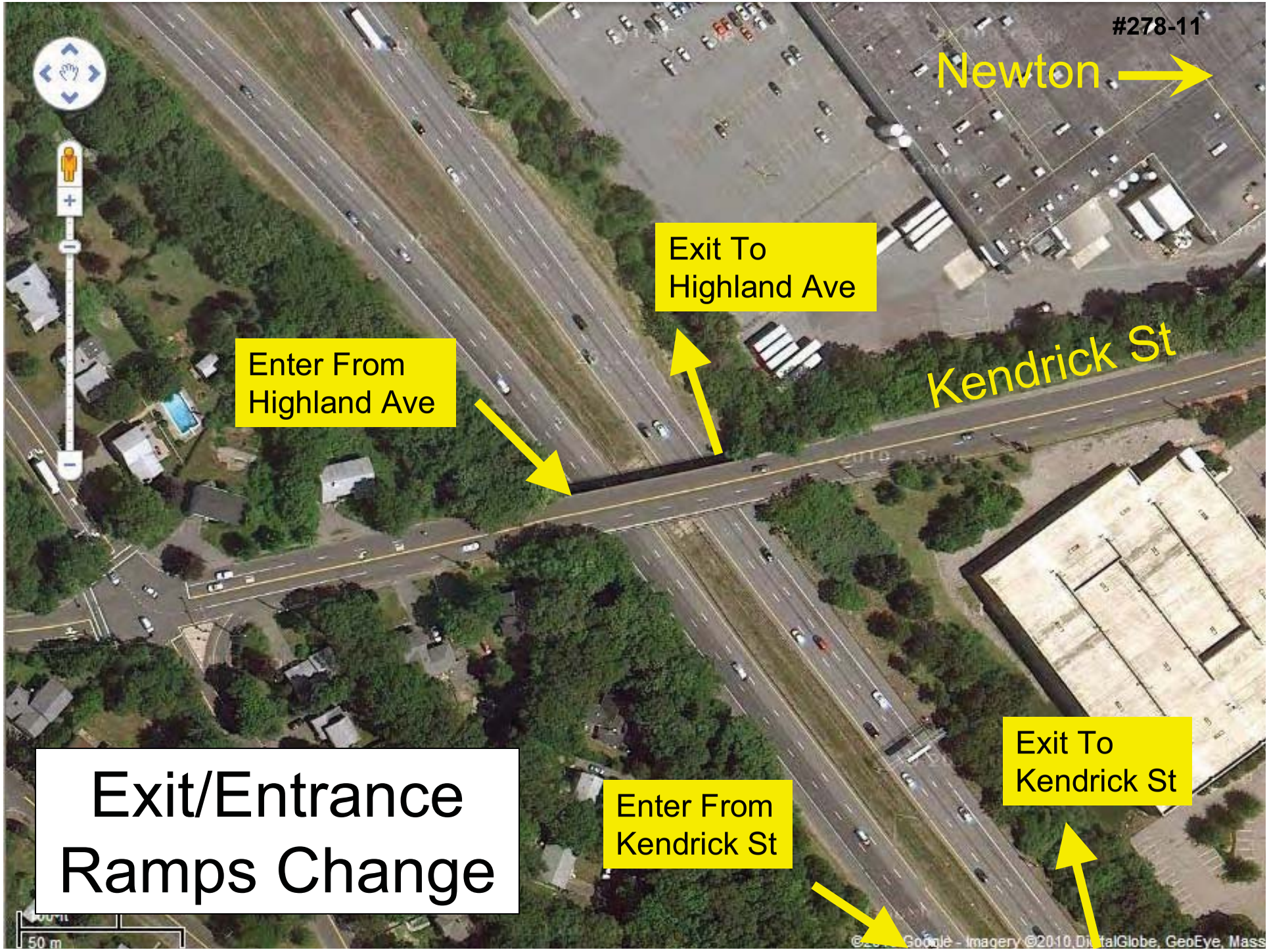
#278-11

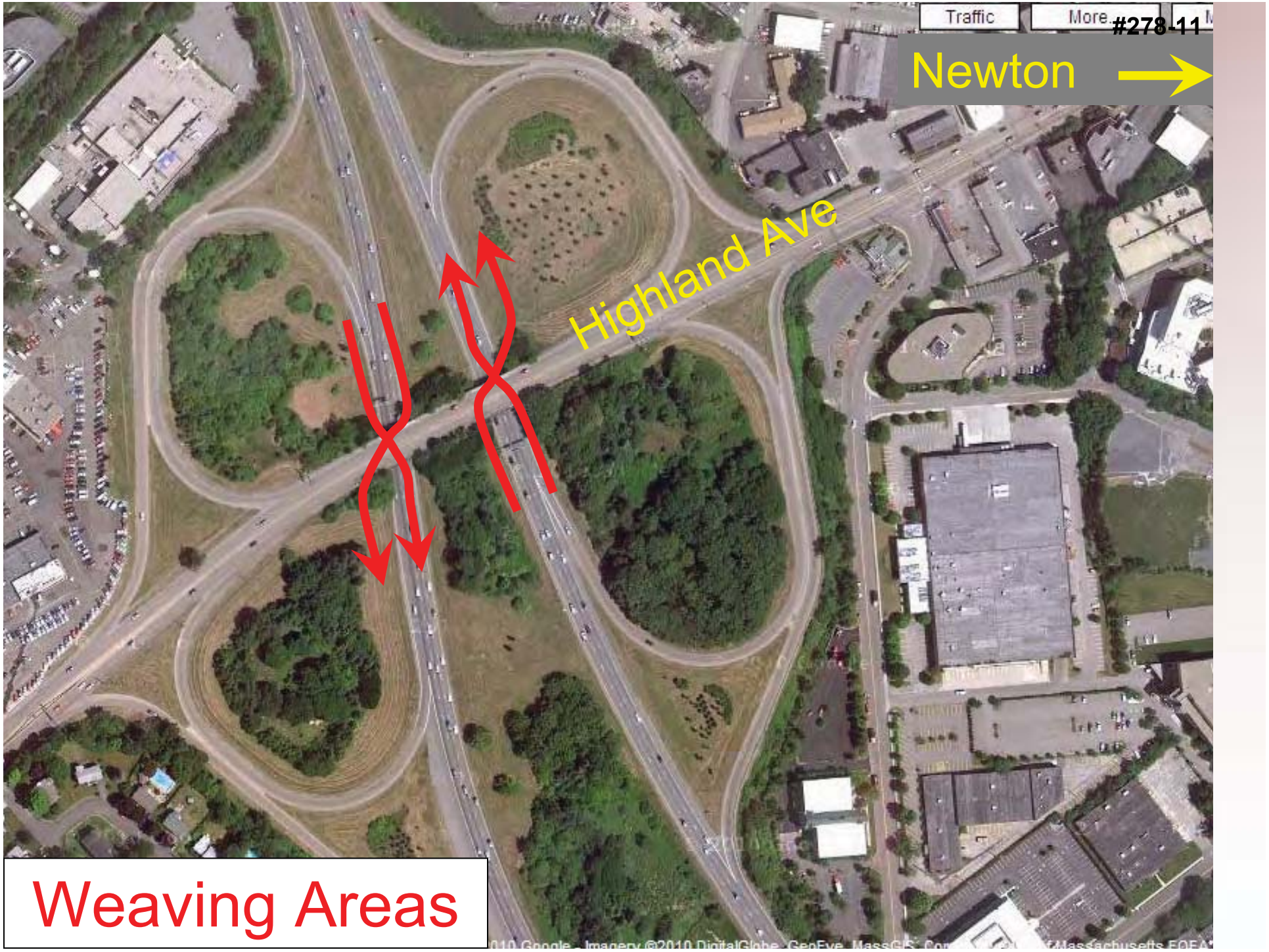


TYPICAL SECTION – I-95 (ROUTE 128) WIDENING NORMAL

STA. 581+00 TO STA. 605+50
STA. 627+81 TO STA. 636+19
SCALE: 1/8" = 1'-0"

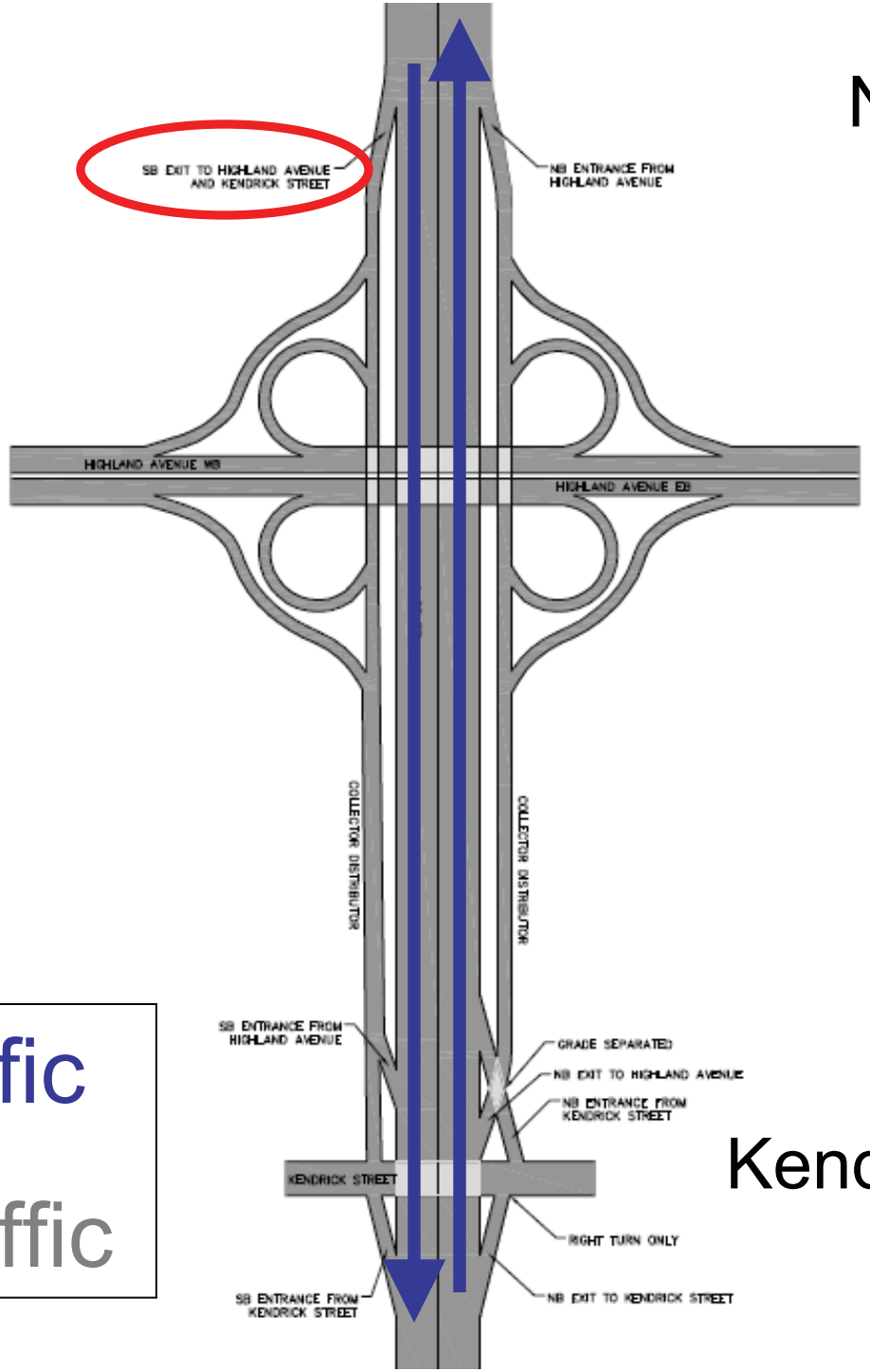

#278-11
Newton
Kendrick St
Turns allowed
Turns not allowed
100 ft
50 m
©2010 Google - Imagery ©2010 DigitalGlobe, GeoEye, Mass


#278-11
Newton
Exit To
Highland Ave
Enter From
Highland Ave
Kendrick St
Exit/Entrance
Ramps Change
Enter From
Kendrick St
Exit To
Kendrick St
50 m
Google - Imagery ©2010 DigitalGlobe, GeoEye, Mass


Traffic
More
#278-11
Newton
Highland Ave
Weaving Areas

#278-11

Newton →

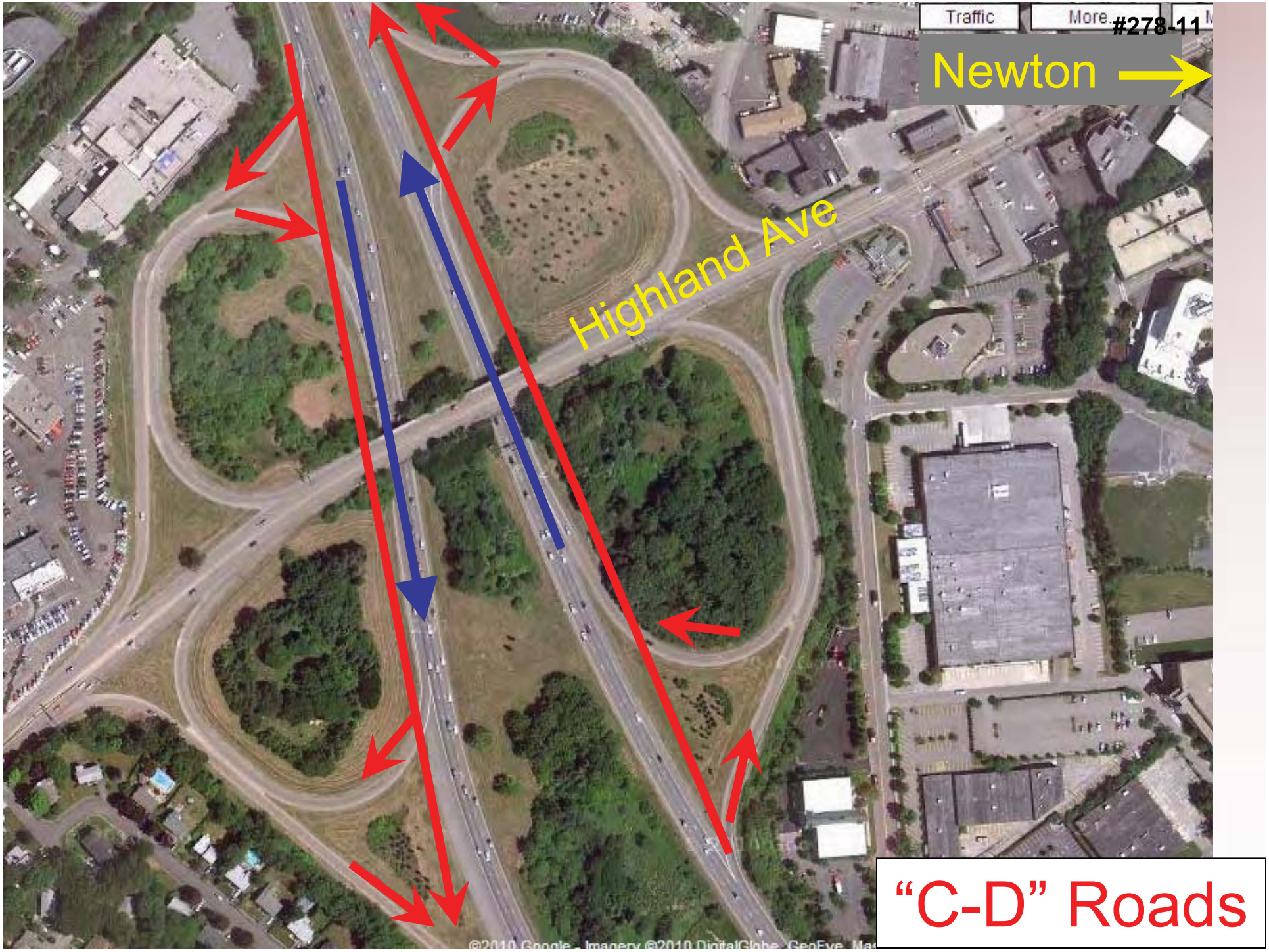


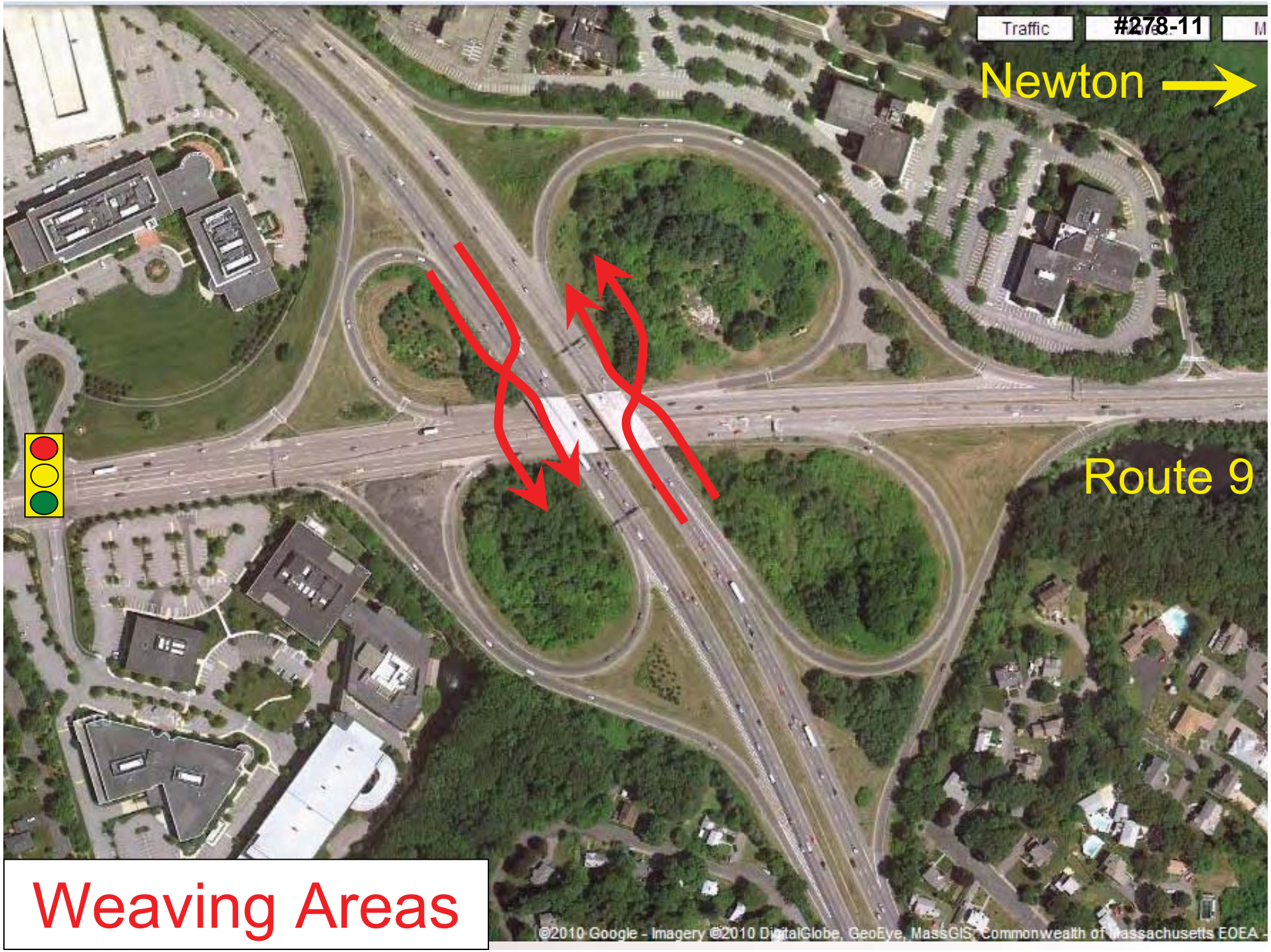
Highland Ave

Kendrick St

Thru Traffic

Ramp Traffic


Traffic
More
#278-11
Newton
Highland Ave
©2010 Google - Imagery ©2010 DigitalGlobe, GeoEye, Ma
"C-D" Roads


Traffic
#278-11
Newton
Route 9
Weaving Areas
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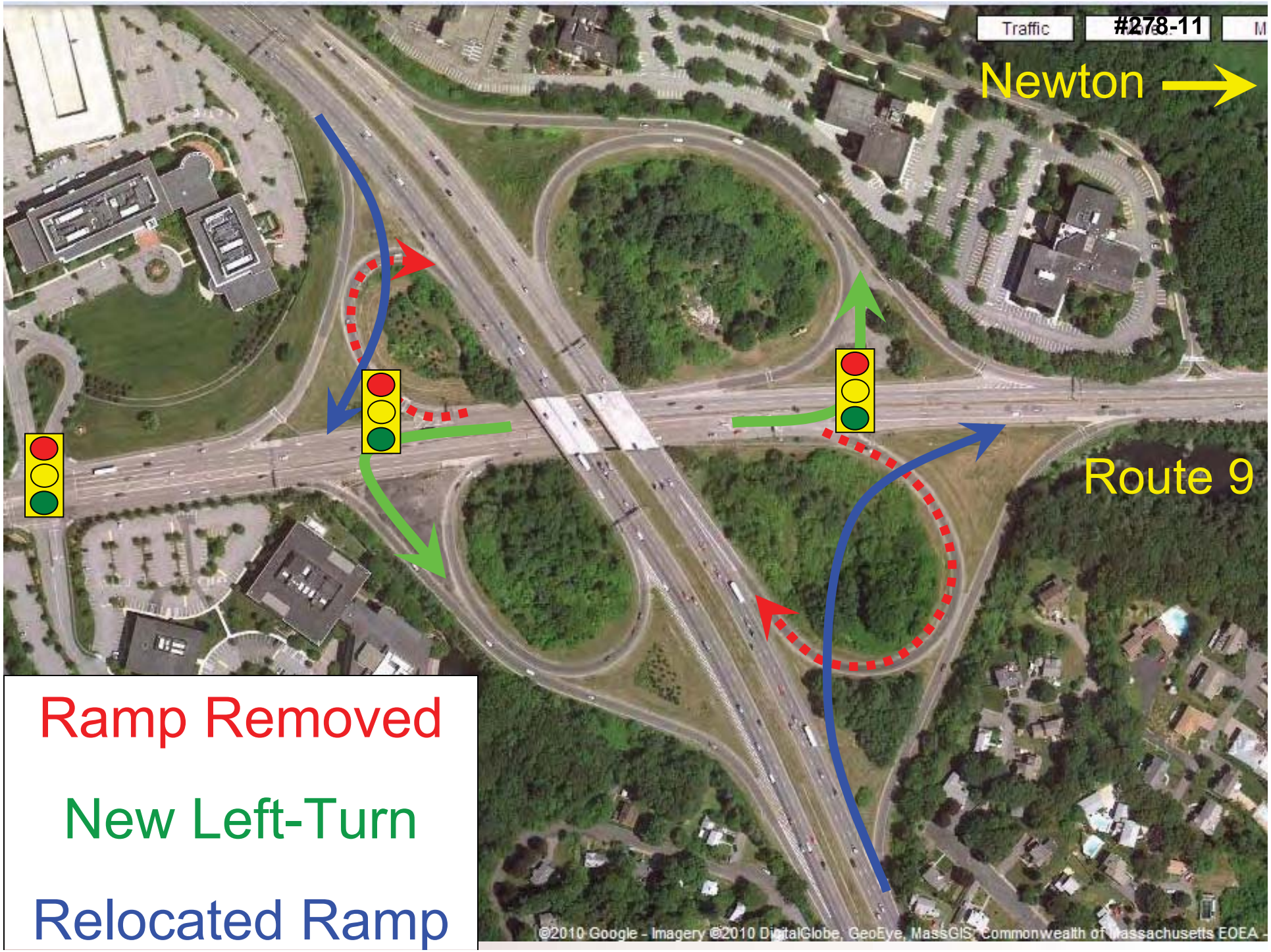
Traffic
#278-11
Newton
Route 9
Ramp Removed
New Left-Turn
Relocated Ramp
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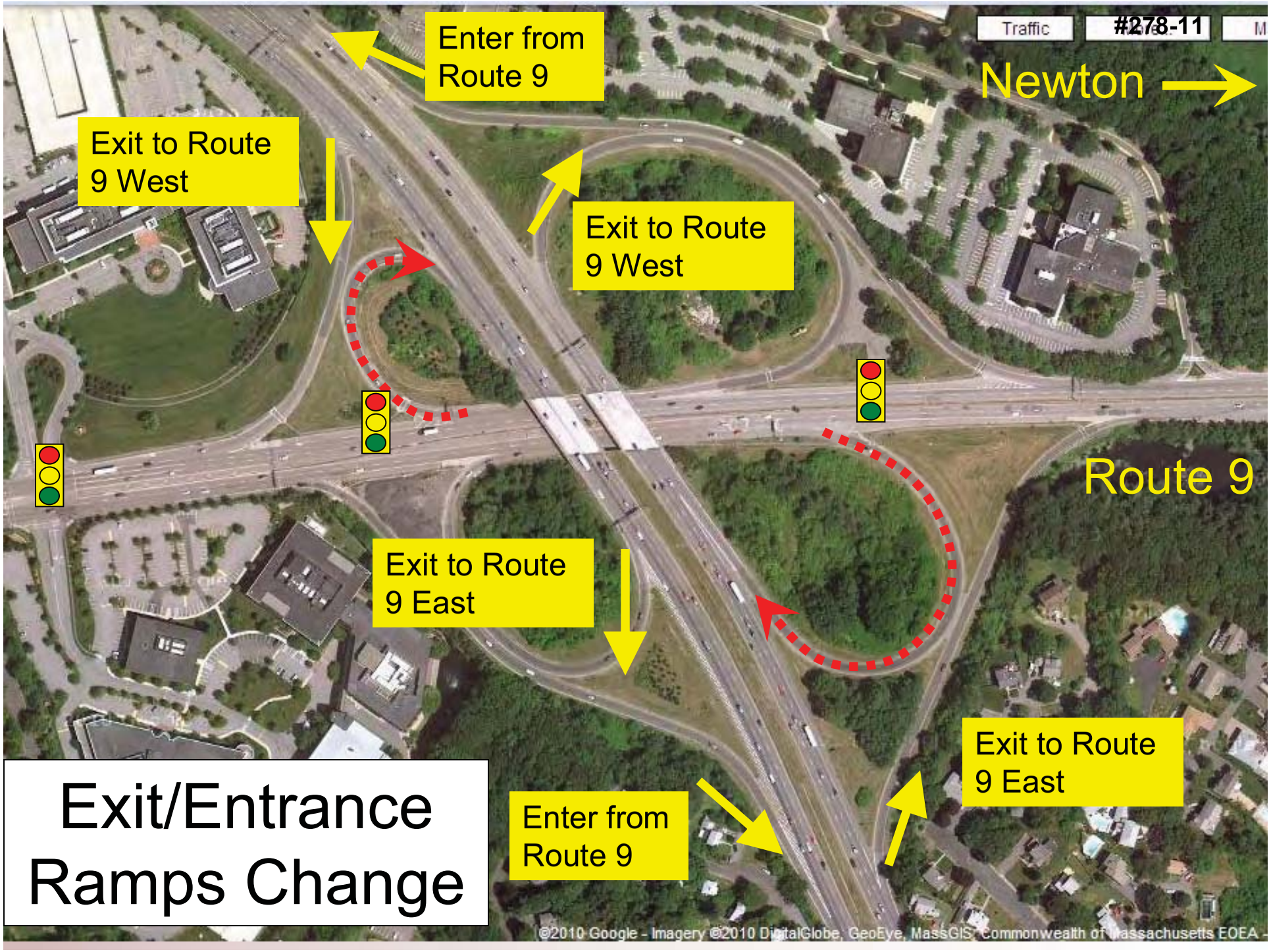
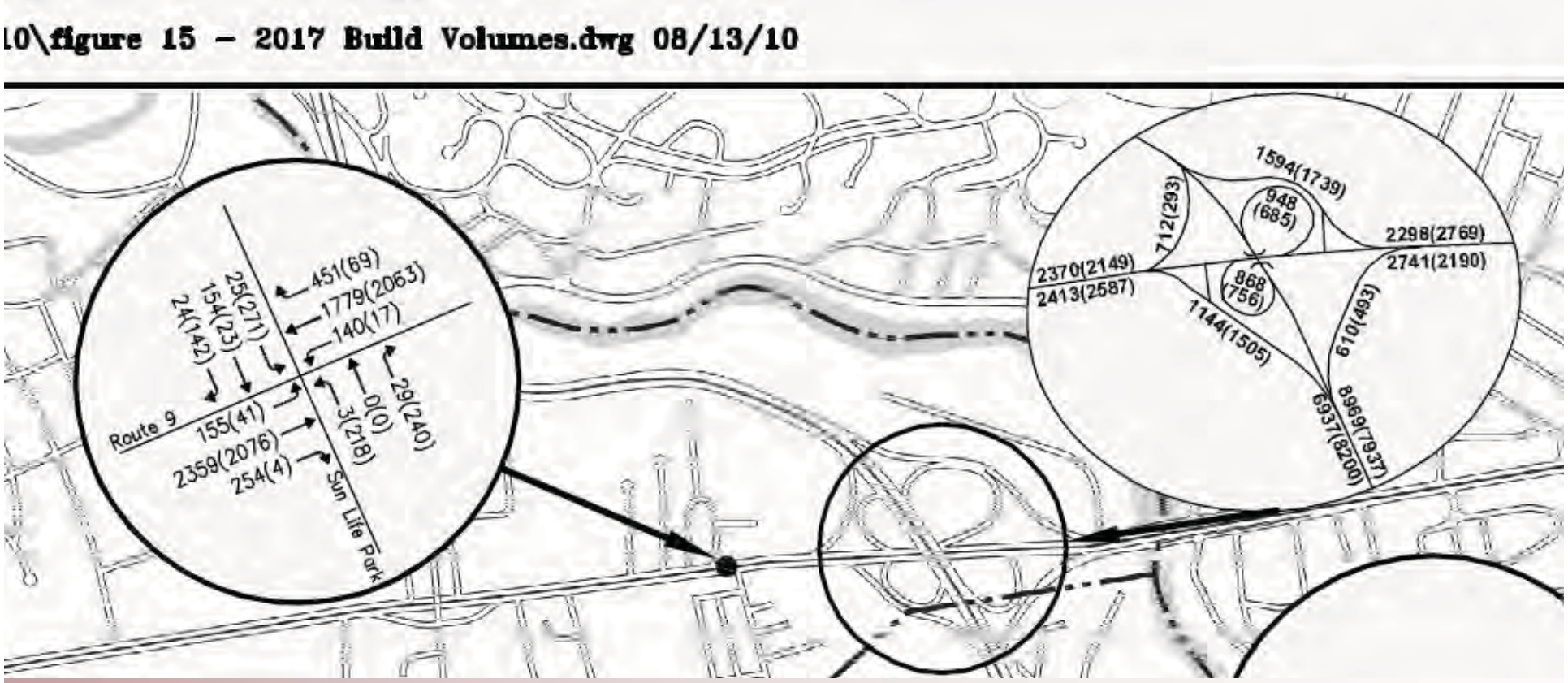


Exit/Entrance Ramps Change

#278-11

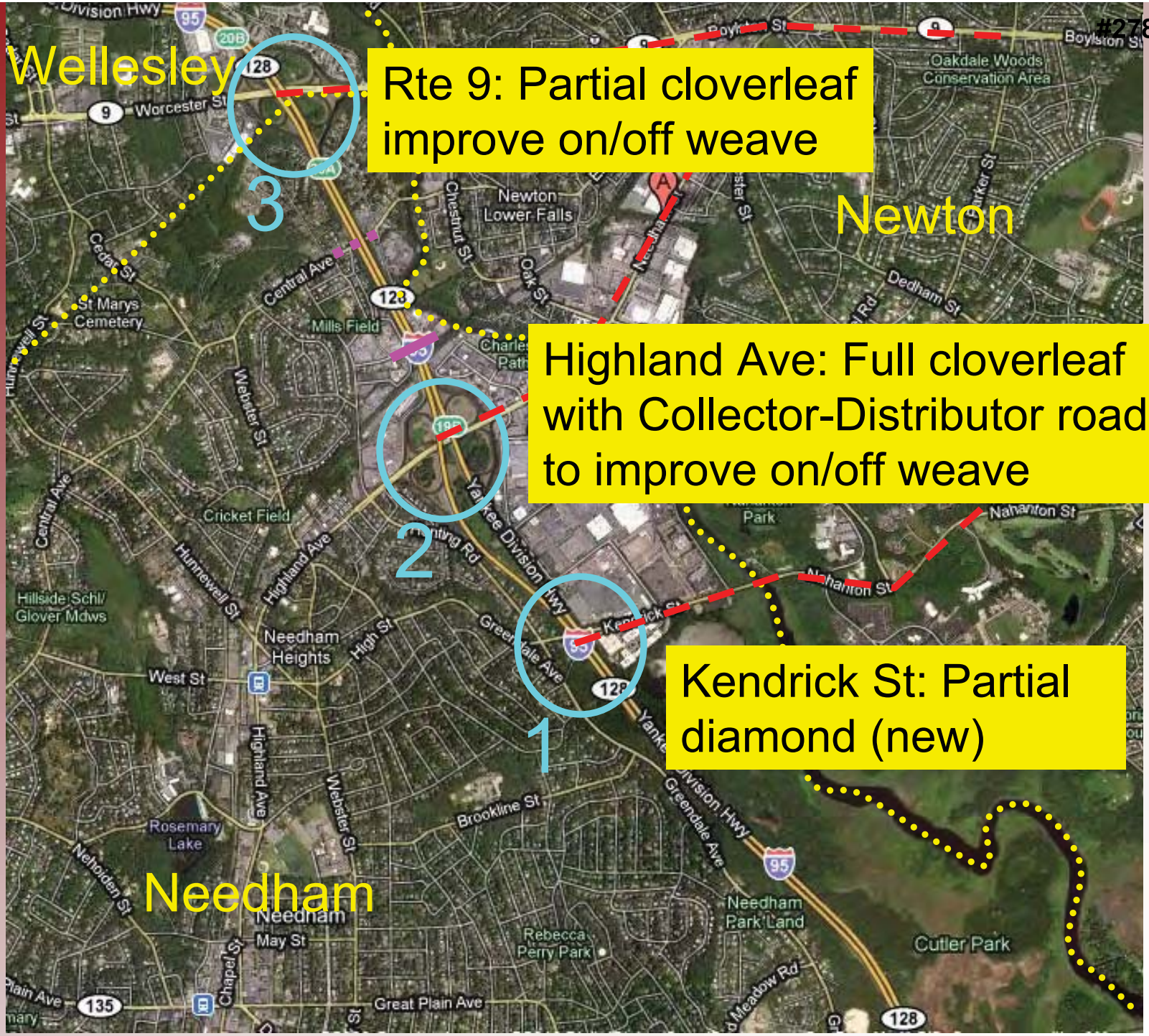
Route 9/I-95 Peak Hour Traffic



AM (PM)

Quinobequin Rd Concerns

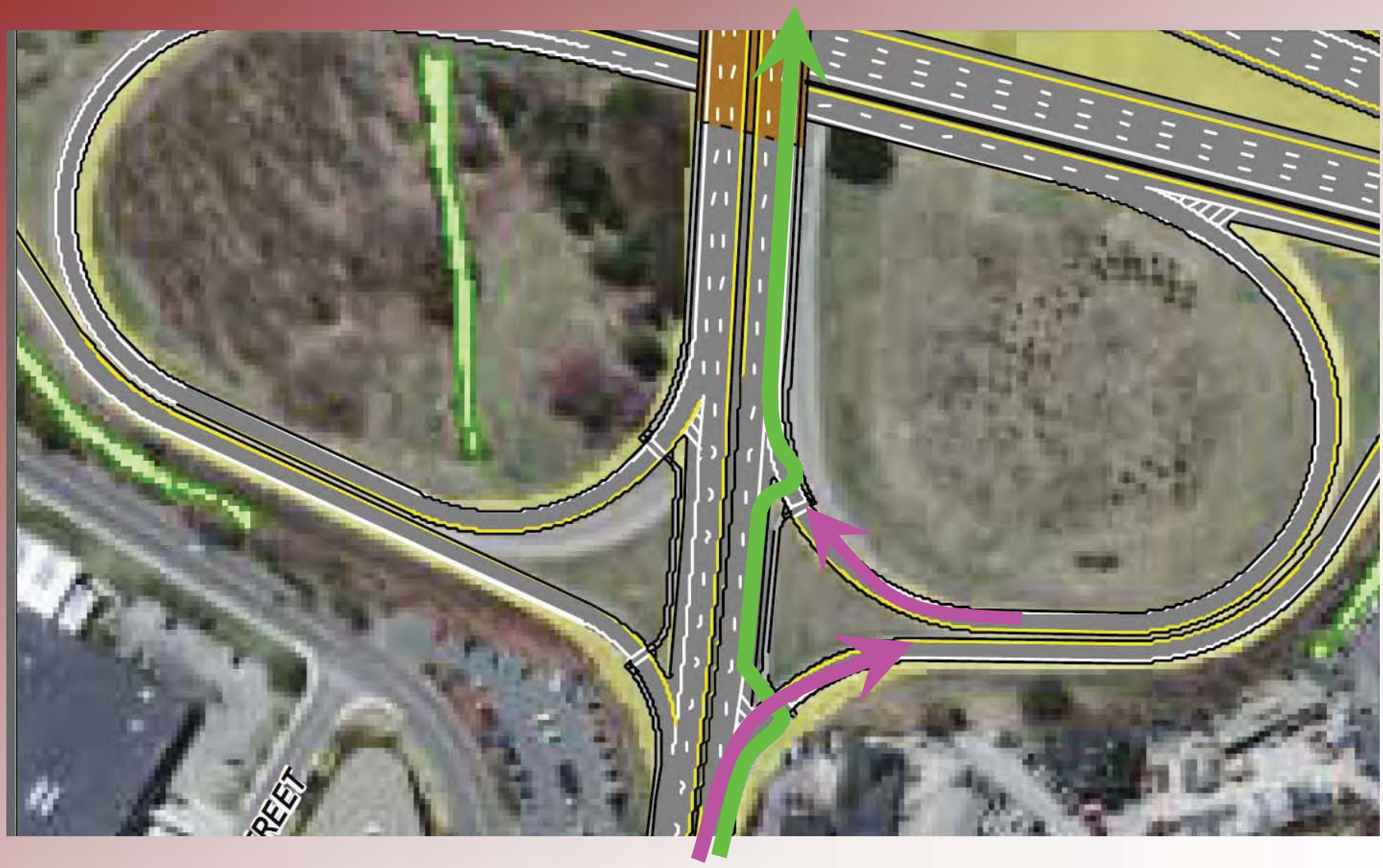
#278-11


Wellesley
Rte 9: Partial cloverleaf improve on/off weave
3
Newton
Highland Ave: Full cloverleaf with Collector-Distributor roads to improve on/off weave
2
Kendrick St: Partial diamond (new)
1
Needham
Worcester St
Boylston St
Oakdale Woods Conservation Area
Newton Lower Falls
Central Ave
Mills Field
St Marys Cemetery
Cedar St
Webster St
Cricket Field
Highland Ave
Hillside Schl/ Glover Mdws
Needham Heights
West St
High St
Yankee Division Hwy
Nahanton St
Greendale Ave
Brookline St
Rosemary Lake
Needham
May St
Rebecca Perry Park
Needham Park Land
Cutler Park
Great Plain Ave
Dedham St
Chestnut St
Oak St
Hunnewell St
Nehoiden St
Chapel St
Meadow Rd

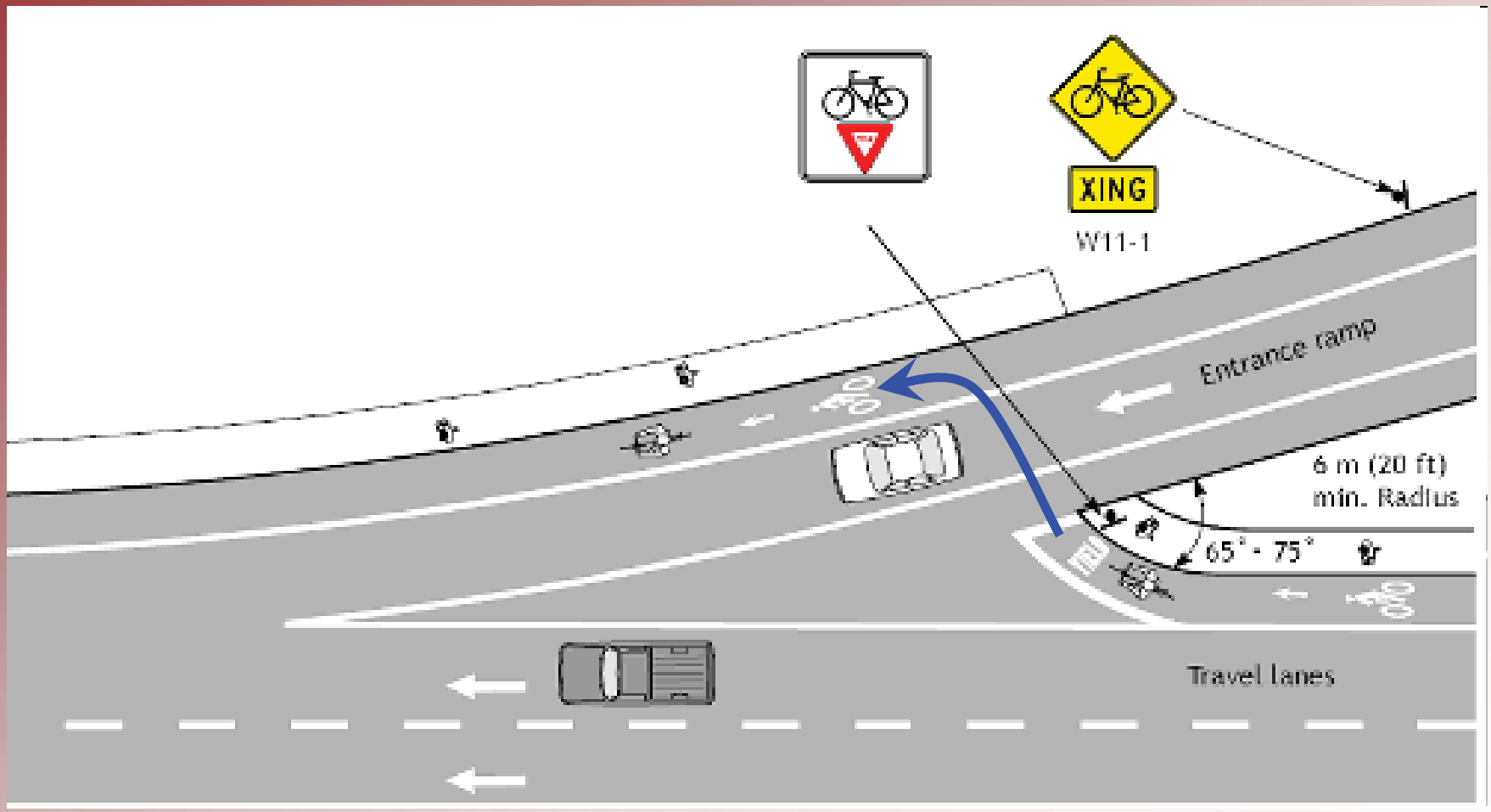
Bicycle Accommodation/Concerns

- Highland Ave & Kendrick St overpasses have proposed bike lanes, however…
  - Concerns about where bike lanes cross highway access ramps
  - Concerns about connections beyond project limits (Needham St, Kendrick/Nahanton)
- Project proposes foundation for possible “future” bridge where existing rail bridge is removed; no bridge or abutments

Bike lane/ramp intersection



Bike lane/ramp intersection



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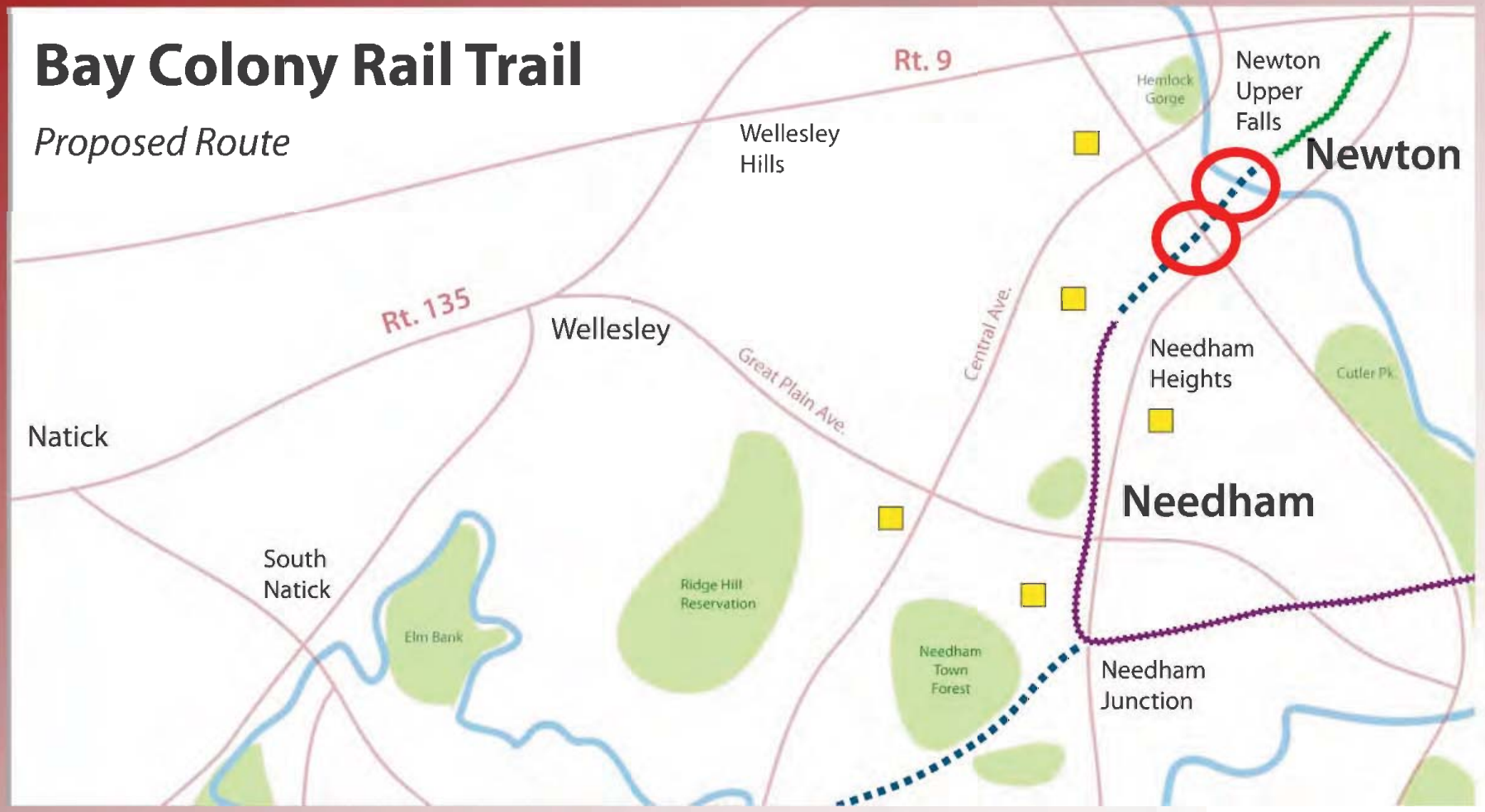

Bay Colony Rail Trail
Proposed Route
Rt. 9
Wellesley Hills
Hemlock Gorge
Newton Upper Falls
Newton
Rt. 135
Wellesley
Great Plain Ave.
Central Ave.
Needham Heights
Cutler Pk.
Natick
Needham
South Natick
Ridge Hill Reservation
Elm Bank
Needham Town Forest
Needham Junction

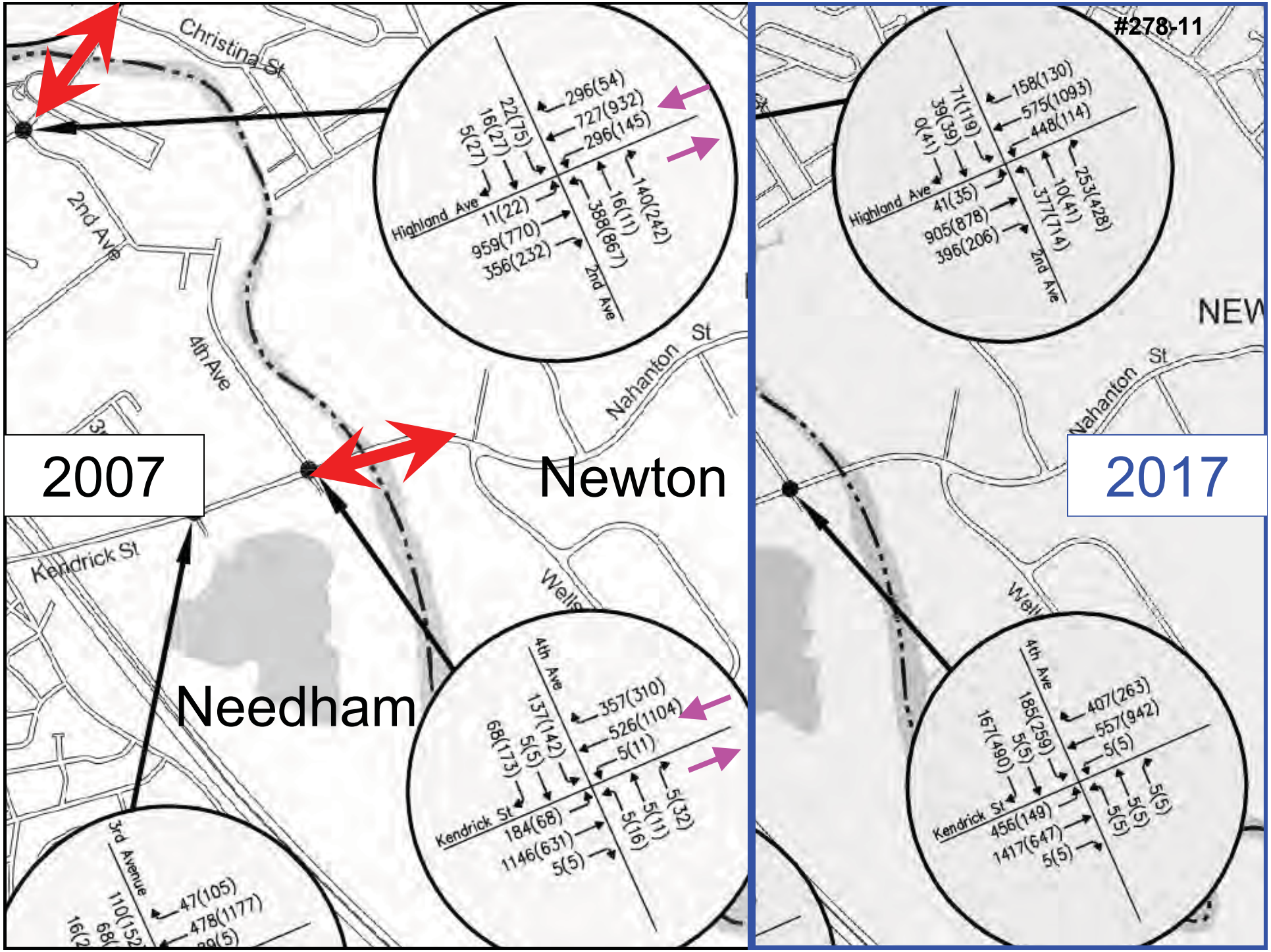
Construction Staging

- Four lanes maintained on I-95 during weekday daytime hours
- Many details still to be determined, e.g., night work
- Impacts to Kendrick St, Highland Ave, Central St, Route 9?
- Impacts to Highland Ave, Needham St reconstruction?

Traffic Forecasts

- Study forecasts traffic volumes in 2017
  - CTPS December 2003 study
  - 1% per year “background” growth over 10 years
  - Northland + NE Business Center
  - I-95 daily traffic increases 50% from 2007 to 2025
    - Waltham development
    - Westwood Station

- Forecasts include BOTH new development AND Kendrick St I-95 access


#278-11
2007
2017
Newton
Needham
Christina St
2nd Ave
4th Ave
Nahanton St
Kendrick St
Highland Ave
3rd Avenue
296(54)
727(932)
296(145)
22(75)
16(27)
5(27)
11(22)
959(770)
356(232)
16(11)
388(867)
140(242)
158(130)
575(1093)
448(114)
71(119)
39(39)
0(41)
41(35)
905(878)
396(206)
377(714)
10(41)
253(428)
357(310)
526(1104)
5(11)
137(142)
5(5)
68(173)
184(68)
1146(631)
5(5)
5(16)
5(11)
5(32)
407(263)
557(942)
5(5)
185(259)
5(5)
167(490)
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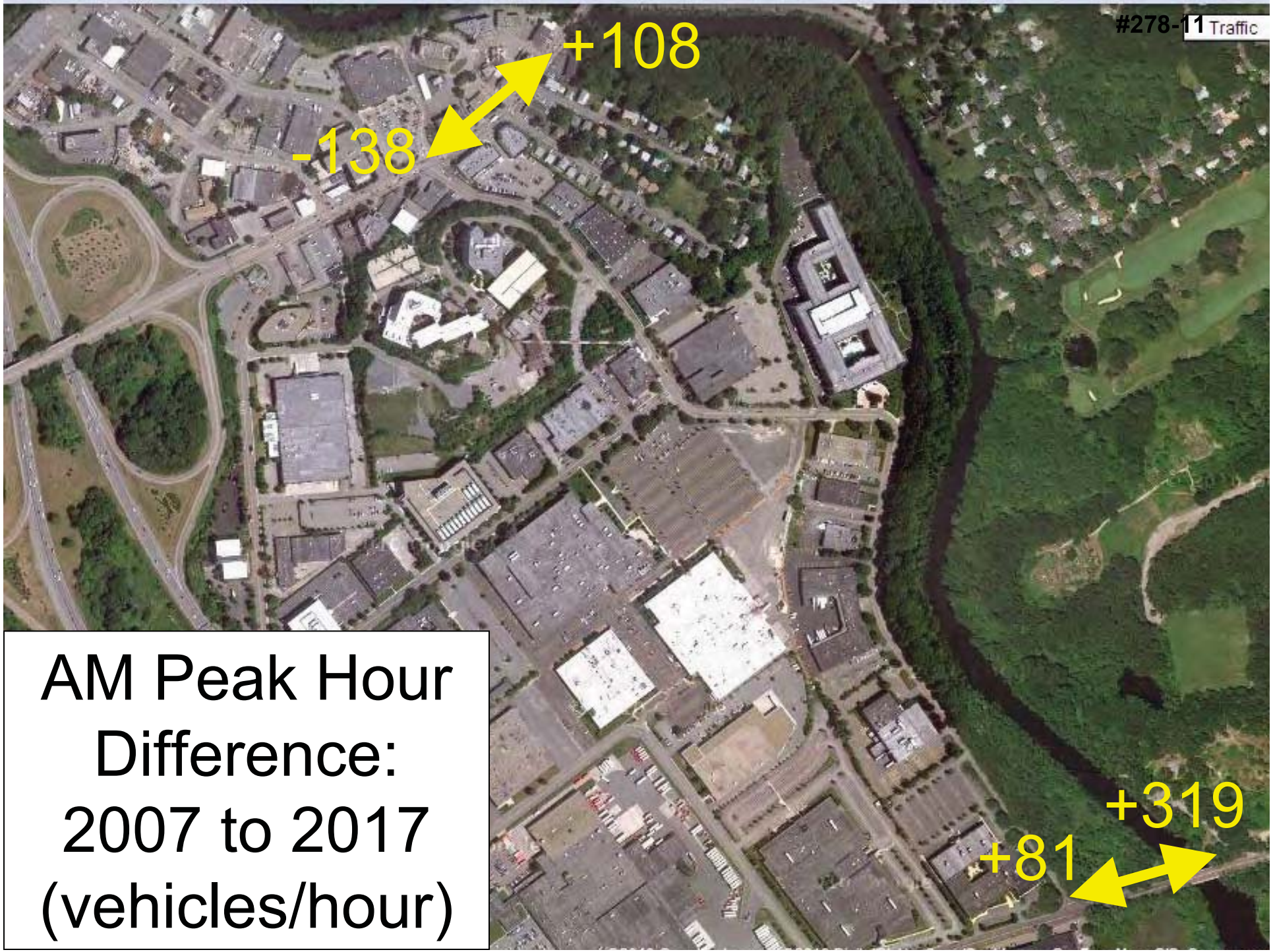
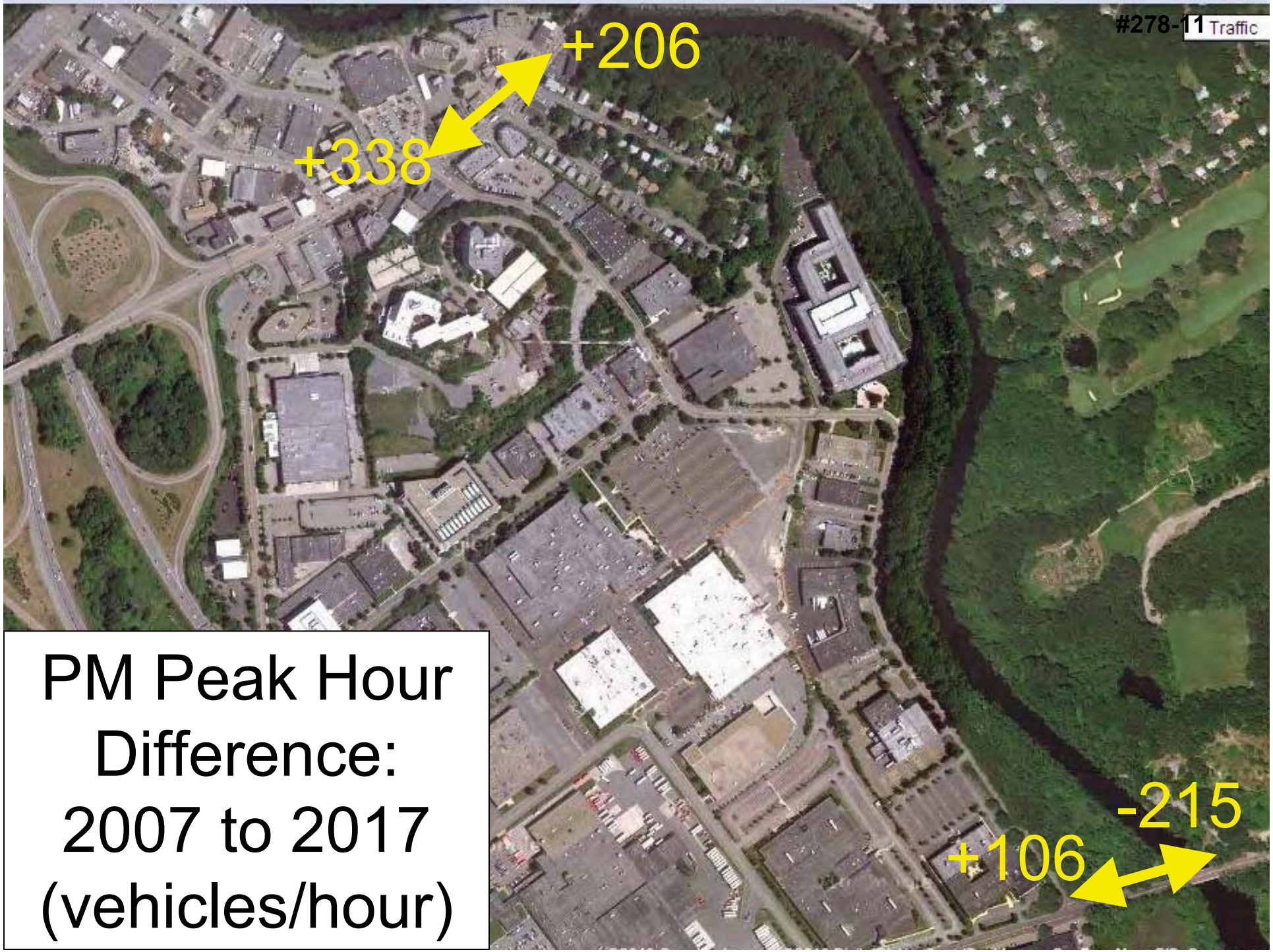
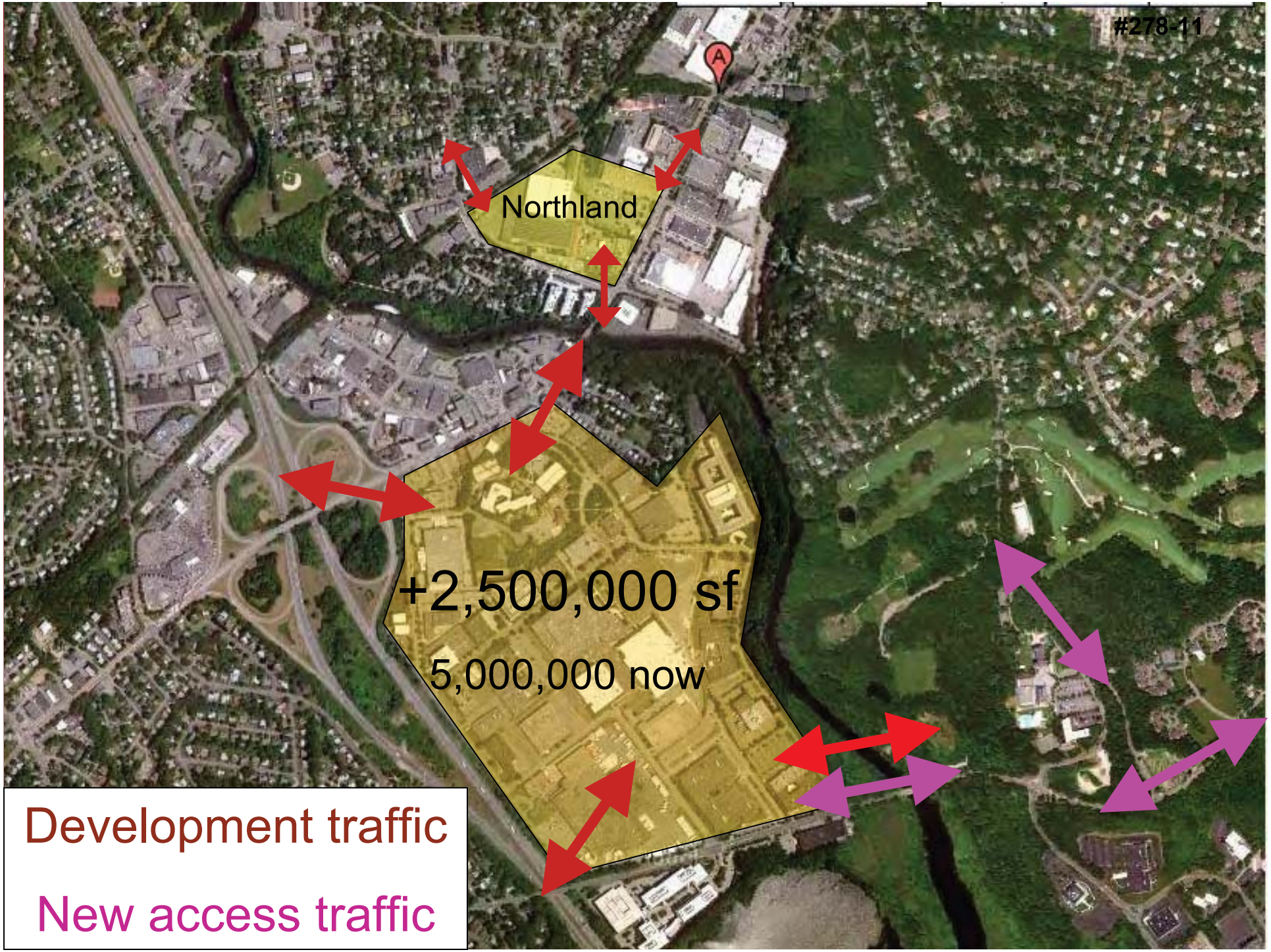
5(5)
47(105)
478(1177)
110(152)



AM Peak Hour Difference: 2007 to 2017 (vehicles/hour)



PM Peak Hour Difference: 2007 to 2017 (vehicles/hour)


#278-11
A
Northland
+2,500,000 sf
5,000,000 now
Development traffic
New access traffic

	2007		2017		DIFFERENCE		
	AM	PM	AM	PM	AM	PM	
WB Highland @ 2nd Ave	1319	1131	1181	1337	-138	206	FROM NEWTON
EB Highland @ 2nd Ave	1121	1087	1229	1425	108	338	TO NEWTON
WB Kendrick @ 4th Ave	888	1425	969	1210	81	-215	FROM NEWTON
EB Kendrick @ 4th Ave	1288	805	1607	911	319	106	TO NEWTON

City “25%” Comments: 6/16/11

- Traffic projections for Kendrick St/Nahanton may be low
- Sequencing with Chestnut Hill Square mitigation + Needham St/Highland Ave projects
- Bike/ped crossings on Highland/Kendrick
- Stormwater runoff, flows into Charles River

Summary

- Over the next 10 years, new development AND new I-95 access at Kendrick St will impact:
  - Nahanton St
  - Winchester St
  - Needham St

- Looking ahead…
  - Understand MassDOT traffic projections & analysis
  - Participate in MassDOT hearings, etc.
  - Coordinate Needham St, Highland Ave projects
  - Monitor NE Business Center projects (up to 2.5 million sf)
  - Monitor changes via annual traffic counts
  - Seek State funds for Nahanton St mitigation

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE REPORT

WEDNESDAY, FEBRUARY 8, 2012

Present: Ald. Ciccone (Chair), Johnson, Swiston, Harney, Yates, Schwartz, Fuller and Kalis
City Staff: Josh Morse, Facilities & Operations Supervisor, Public Buildings Department; Clint Schuckel, Director of Transportation; Chief Matthew Cummings, Sergeant Frank Eldridge and Officer John Daly, Newton Police Department

REFERRED TO PUBLIC SAFETY AND FINANCE COMMITTEES

#364-10(2) HIS HONOR THE MAYOR requesting an appropriation in the amount of seventy-four thousand five hundred three dollars ($74,503) from the Capital Stabilization Fund – Designated for Ordinary Capital Funding to provide additional funds to secure the entrance in the Police Department lobby. [01/30/12 @ 4:18 PM]

ACTION: APPROVED 8-0

NOTE: Josh Morse, Facilities & Operations Supervisor, Public Buildings Department, joined the Committee for discussion on this item. Mr. Morse said that the Police Station was renovated approximately 20 years ago prior to 9/11 when level 3 ballistic glass was acceptable. Since 9/11, specialists recommend public buildings increase ballistic glass to level 4, creating a safe area for visitors and employees. This appropriation is being requested due to the cost increase based on a change in the scope of the project to use level 4 ballistic bulletproof teller glass and necessary supports. The previous request of $118,500 was for construction of level 3 ballistic glass.

Ald. Yates asked if there is an emergency button to summons additional help. Chief Cummings answered yes. Ald. Fuller asked why this appropriation was not included in the original design and cost estimates and if this new estimate was an appropriate increase. Mr. Morse said that level 4 ballistic glass is the way communities are moving towards because of heightened security based on recommendations. He feels this estimate is appropriate due to inflation and some specialized building details including special orders. Ald. Swiston asked if Newton is the first to use level 4 ballistic glass and if a list of communities who use this type of glass is available. Mr. Morse said that he did not know what level glass other communities use and is not sure they would provide him with this information.

Chief Cummings expressed his concern regarding employees' safety in the Police Department lobby. He said that he supports the installation of level 4 ballistic glass and is in favor of this project. Sgt. Frank Eldridge and Officer John Daly said that they fully support this project for safety reasons. They said the first public building to be attacked would be the Police Station.

#278-11 ALD. YATES, requesting a report from His Honor the Mayor on the likely impacts on traffic in Newton from the changes to the Route 9/128 intersection as part of the Add-A-Lane Project. [09/26/11 @ 2:37 PM]

ACTION: **HELD 7-0, Ald. Fuller not voting on 01/04/12**
HELD 7-0, Ald. Johnson not voting

NOTE: Chairman Ciccone said that tonight's discussion is to gather questions and concerns from the public regarding the Add-A-Lane project and its potential impacts prior to inviting appropriate representatives in for discussion.

Clint Schuckel, Director of Transportation, joined the Committee for discussion on this item. He re-iterated this is a State project. He said that MassDOT was not required to notify Newton residents of their public hearing held in June 2011 because the project is not located in Newton. MassDOT was only required to notify residents of Needham and Wellesley.

Mr. Schuckel provided Committee members with a PowerPoint presentation, attached to this report. He said that this project is in the final phase of MassDOT ongoing work to reconstruct 14.3 miles of I-95 (widen to 8 full lanes) from Route 24 in Randolph to Route 9 in Wellesley. It is estimated the design work will be completed in fall 2012, construction to begin in 2013 and completed in 2016. The proposed project will include the three interchanges (Kendrick Street, Highland Street and Route 9). He reviewed the project schedule, scope of work, traffic projections, pedestrian/bicycle concerns, Needham/Wellesley bridge overview, exit/entrance ramps change, turns allowed, ramp removal, traffic counts, traffic projections and a new left-turn and a relocated ramp.

Mr. Schuckel briefly described future alternatives. "In an effort to determine the most appropriate interchange configuration for the Route 9 at I-95/Route 128 interchange, several alternatives were considered. A full technical analysis was completed as part of an Interchange Modification Report". He reviewed the following alternatives that were considered:
Alternatives Considered
- No Build Alternative: Full Cloverleaf with Collector-Distributor Roads to improve on/off weave at Highland Avenue.
- Build Alternative 1: Full Cloverleaf Interchange with Compliant Geometry
- Build Alternative 2: Diamond Interchange. Kendrick Street, partial diamond (new construction)
- Build Alternative 3: Diverging Diamond Interchange
- Build Alternative 4: Single Point Urban Interchange
- Build Alternative 5: Partial Cloverleaf Interchange on Route 9 to improve on/off weave

Mr. Schuckel summarized the following. He said that over the next 10 years, the new development and new I-95 access at Kendrick Street would impact Nahanton, Winchester and Needham Streets. Looking ahead it is necessary to understand MassDOT traffic projections and analysis, participate in MassDOT hearings, etc., coordinate Needham Street and Highland Avenue projects, monitor New England Business Center projects (up to 2.5 million square feet), monitor changes by annual traffic counts and seek State funds for Nahanton Street mitigation.

Committee members expressed their concerns and questions regarding this project.

Concerns

Committee members stated that they are concerned regarding the impact of additional traffic on Winchester Street. They said that having proposed bike lanes on the overpass at Highland Avenue and Kendrick Street is unsafe. They feel that when the project begins it will become a 'nightmare' for all.

Questions

Committee members asked if signs would be installed in proposed bicycle lane areas. What exactly is being proposed in Newton? Can the City learn from surrounding communities regarding their traffic impacts on this project? Does the projected traffic impact warrants appear to be low? What is the likelihood that the State will revise their plans prior to construction? Would it be beneficial to request Mayor Warren to discuss this project with local communities and impacts they have endured, if any? How can small City streets handle additional traffic? They requested a project cost estimate to install a tunnel for bicyclists.

Ald. Ciccone opened the discussion for public comment. The ten e-mails received on this item and a list of speakers, are attached to this report. The discussion stressed their concerns, questions and requests regarding this project.

Concerns

Residents stated it is dangerous and unsafe for bicyclists and pedestrians to use the proposed lanes crossing the highway access ramps. They are concerned with speeding vehicles and the potential traffic increase with the proposed new interchanges. They feel traffic will only increase on Chestnut Street with the proposed stop light on Route 9. They said that drivers would use Chestnut Street or Quinobequin Road as cut-through streets bringing additional traffic.

Questions

Could mitigation funds be requested for Nahanton Street?

Requests

They requested a baseline traffic study be performed on Quinobequin Road, Winchester Street and Chestnut Street prior to the project beginning. They requested a storm water analysis. They also requested that the City advocate for the residents who will be impacted on this project by requesting project representatives to a meeting. They are hopeful McMahon Transportation Engineers & Planners will attend a future meeting to answer questions. Residents encouraged conversation with the DCR and the State regarding Quinobequin Road complications.

Mr. Schuckel said that it is his understanding the City has not received a written response from MassDOT as requested in June 2011 regarding the storm water management plans, analyses and related documents. He said the letter requested the following. "As the City of Newton is directly downstream along the Charles River, which is immediately adjacent to the Add-a-Lane project and the likely destination of roadway runoff, the City respectfully requests that MassDOT copy the City Engineer, Lou Taverna that is submitted to the Towns of Needham and Wellesley.

Mr. Schuckel said he would perform baseline traffic counts on Quinobequin Road and Chestnut Street. Committee members suggested writing letters to State Representatives, Mayor Warren, Newton Tab, Boston Globe and Newton Patch. Ald. Harney suggested that he and Chairman Ciccone write a letter to MassDOT, Governor Patrick and Lt. Gov. Murray to help citizens of the City to understand this project.

As requested, The Functional Design Report dated August 2010 provided by McMahon Transportation Engineers & Planners will be posted on the City's web page.

Ald. Yates made the motion to hold this item suggesting MassDOT and McMahon Transportation Engineers & Planners, Mayor Warren, Representatives Khan, Balser and Senator Creem be invited to a future meeting to answer additional questions. Committee members agreed 7-0, Ald. Johnson not voting.

At approximately 10:10 pm, the Committee adjourned.

Respectfully submitted,

Allan Ciccone, Jr. Chairman

Plan to share costs would curb T hikes

By Eric Moskowitz
GLOBE STAFF

MBTA fare increases would be limited to 25 percent, and other state agencies, as well as major nonprofits, universities, and public attractions, would be asked to aid the T under a proposal presented yesterday by the MBTA Advisory Board.

The board, which represents cities and towns served by the T, offered the plan as an alternative to steep fare hikes and deep service cuts proposed by the MBTA last month.

The proposal, which the T is under no obligation to accept, suggests that Massport subsidize Silver Line service to Logan Airport and assume control of commuter ferries the T might eliminate. It also calls for the state Executive Office of Public Safety and Security to absorb

2/16/12
Boston Globe

P[illegible]s would curb MBTA fare increases

▶ MBTA
Continued from Page B1

the MBTA's Transit Police.

That would erase nearly $70 million of the MBTA's $161 million deficit for the coming year, while a 25 percent fare increase could generate $75 million, even with an expected loss in ridership. The remainder would come through a host of new payments — including a proposed 50-cent surcharge on tickets to major sporting events and concerts — as well as a wage freeze for MBTA employees.

Some of the options will be more likely than others to win support from MBTA leaders, the governor, and the Legislature, but they represent new options beyond the T proposals that have proven wildly unpopular, said Paul Regan, executive director of the MBTA Advisory Board, which represents the 175 Eastern Massachusetts cities and towns that under state law cover part of the T's budget.

"This doesn't fix the T, but we want to respond to everything that our members have heard about the needs of the system and how important it is to not have service cuts," Regan said. "If people go after these ideas with some enthusiasm and some vigor, we can get through fiscal 2013 without a major service cut."

The T has proposed raising fare and pass prices an average of 35 to 43 percent while cutting bus routes, scrapping ferry service, eliminating weekend and late-night service on commuter rail, and substantially raising discounted fares for students, seniors, and the disabled.

Those proposals have prompted fervent outcry. About 3,600 people attended the MBTA's first 18 hearings — counting only those who signed in — and 1,025 of them spoke; about 3,950 have e-mailed. That was before last night's hearing in Quincy, with a dozen meetings remaining.

"It clearly shows there's support and demand for public transportation, but at the end of the day we have some difficult decisions that we have to make in order to have enough revenue for the service that we provide," said Jonathan R. Davis, the T's acting general manager.

Davis called the Advisory Board's proposal thoughtful and said he plans to meet with Regan to review the suggestions. The T will present a refined plan to its own board next month, for a vote in April; changes would take effect July 1.

Michael J. Widmer, president of the Massachusetts Taxpayers Foundation, called the Advisory Board's proposal reasonable and attractive.

"It's recommending a shared pain among the state, Massport, institutions, and of course a fare increase for riders," while avoiding major cuts that would undermine public transportation, Widmer said.

"This is a basic economic and social lifeline for the region," he said. "I mean, the scale of the cuts in that sense are unacceptable. On the other hand, you've got to close the budget gap."

Transferring Transit Police to the same agency that oversees State Police could bring efficiency — the Boston-based Transit Police force, formed to cover the urban system, now responds to T crimes from Rockport to Worcester — and remove $36 million from the T's books, Regan said.

Massport absorbing ferry service and offsetting the Silver Line could spare the T $6 million a year, while a more dramatic move — selling the associated ferry boats, piers, and parking lots to Massport — could generate $25 million.

Massport spokesman Matthew Brelis said the proposals were too new for the Port Authority to comment.

But there is growing support in the Legislature to have the financially solvent Massport aid the T, said state Representative William M. Straus, cochairman of the Joint Transportation Committee.

"We shouldn't be viewing the ferry service as something that is on the chopping block," Straus said. "[It] should be run by a public agency which has port access as its mission."

The proposal also includes raising $5 million through a 50-cent ticket surcharge for concerts and events that rely heavily on the T; $8 million from an employee wage freeze; $2 million from institutions benefiting from free advertising in station names — like Charles/MGH, BU East, and Tufts Medical Center — and more than $10 million from universities, museums, and other institutions not just in Boston but in the suburbs, many of which have decried the potential loss of weekend commuter rail.

Eric Moskowitz can be reached at emoskowitz@globe.com.

$59-12

#59-12
#60-12

The MBTA Advisory Board

2/27/12

Response to MassDOT Proposals to Cut MBTA Service & Increase MBTA Fares

Overview

- **No service cuts, no changes to RIDE service area**
- A long-term, comprehensive solution to all of Transportation in Massachusetts is required, but leadership has taken taxes are off the table this year.
- The MBTA must be preserved while this long-term solution is devised.
- Equitable 25% (as opposed to 35% or 43%) across-the-board fare increase.
- $71 million in savings/cost shifting from Transportation Reform:
  - Shift cost of providing transit security to State Department of Public Safety
  - Shift cost of running ferry and commuter boats to MassPort
  - Sell related ferry and waterfront assets to MassPort
  - Shift cost of private carrier and suburban bus program to MassDOT budget
  - Shift cost of homeless transportation (bus routes 275, 277, 277) to State
- $12 million in MBTA Innovation and Restructuring
  - No MBTA pay raises in FY13
  - Abutter lease program
  - Reinstatement of alcohol advertising program
- $13 million from Institutional Beneficiaries of MBTA Service
  - Station name value payments
  - $10/ year fee on college students residing within the service area
  - Payments from large beneficiaries of weekend light rail service
  - $0.50 surcharge to sporting, concert, and theater tickets
  - Payments from large beneficiaries of late night and weekend commuter rail
- New policies/studies/ and plans from MassDOT on:
  - Fare evasion reduction
  - Statewide paratransit service
  - Value capture developer fees
  - Underperforming bus/rail "watch list" and redemption procedures
  - New fare policy that eliminates price spikes.
- Begin the "adult conversation" ASAP!

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#59-12
#60-12

Received
Robert Rooney
2/27/12

REVIEW OF MASSDOT FARE INCREASE AND SERVICE CUT PROPOSALS

February 2012

DRAFT

The MBTA Advisory Board is an independent statutory organization which represents the interests of the 175 cities and towns in the MBTA service district. Each year these municipalities contribute over $150 million in subsidies to the MBTA via municipal assessments.

MBTA Advisory Board
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Website: www.mbtaadvisoryboard.org

#59-12
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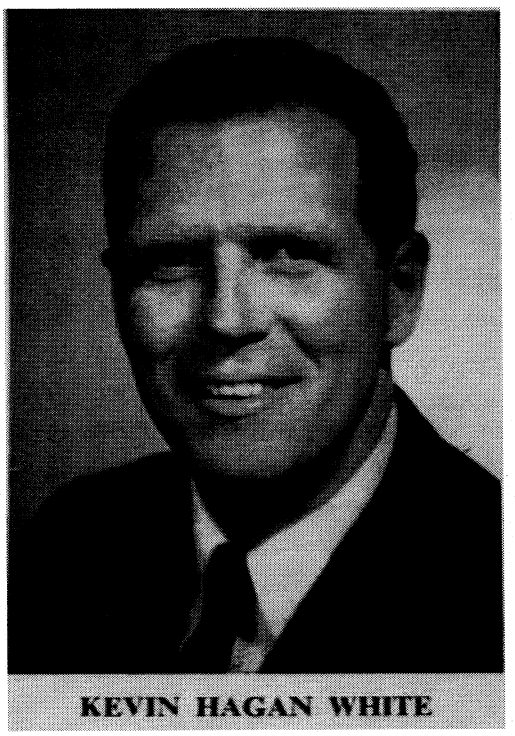
Dedication



Dedicated to the memory of the Honorable Kevin Hagan White
(1929 – 2012)

Mayor, City of Boston
1968 – 1984

Member, MBTA Advisory Board
1968 - 1984

DRAFT

Preface

Massachusetts General Law chapter 161A, section 5 (d) states:

> "No proposal for a systemwide change in fares or decrease in systemwide service of 10 per cent or more shall be effective until said proposal shall first have been the subject of one or more public hearings and shall have been reviewed by the advisory board and, for a systemwide increase in fares of 10\% or more, the MBTA board has made findings on the environmental impact of such increase in fares and, for a systemwide decrease in service of 10\% or more, the decrease shall be the subject of an environmental notification form initiating review pursuant to sections 61 and 62H, inclusive, of chapter 30. Any systemwide increase in fares of 10 per cent or more shall conform to the fare policy established pursuant to paragraph (r). The authority shall increase fares only to provide needed revenue and shall not increase fares soley for the purpose of funding the stabilization fund established pursuant to section 19."

The MBTA Advisory Board finds that MassDOT's proposed scenarios would increase MBTA fares by 10% or more, and would decrease MBTA service by 10% or more. In recognition of this the Authority presented these scenarios to the Advisory Board (the first such public meeting) on January 9, 2012. The Advisory Board, as a whole and via committee has reviewed said proposals and finds that the Authority has met its statutory obligations under section 5 (d).

Executive Summary

Based on testimony at public meetings on MassDOT's plans to raise MBTA fares and cut MBTA service, as well as a decade-long track-record of sounding the alarm about the MBTA's cyclical and structural operating and capital financing crises, the MBTA Advisory Board offers the following proposals to close the MBTA's FY13 operating budget deficit and help close its projected FY14 operating deficit. The framework for these proposals is based upon the following principals:

- Focus on commuters- the vast majority of ridership who just want to get to/from work
- No service cuts or changes to RIDE service area for the time being.
- Buy time for Patrick/Murray Administration and Legislative Leadership to find a long-term solution to our broken transportation system.
- Focus on Transportation Reform and co-operation by all parts of State Government
- Those who benefit the most from transit service should contribute towards it's proportionally and equitably.

To close the FY13 $161.1 million operating deficit the Advisory Board makes the following proposals to generate new revenue ($91.6 million) and find more savings through transportation reform ($79.0 million).

FY 13 Revenue/Savings Proposals	Revenue/Savings ($, net, millions)
New Revenue from MBTA Ridership	75.0
More Savings from Transportation Reform	70.8
MBTA Innovation and Efficiencies	11.7
Revenue from Institutional Beneficiaries of MBTA Service	13.1
TOTAL:	170.6

The Advisory Board's proposal, while not perfect, does preserve the transit system and bring more stakeholders into the discussion around fixing public transportation. Most importantly it provides a window of opportunity for the Patrick/Murray Administration and Legislature to lead us out of this mess. MassDOT's proposals offer only a one-year fix that leads right back to even more cuts and fare hikes next year. Since 2003 the Advisory Board and numerous other reports, articles, and papers have heralded the MBTA's fiscal woes and warned of draconian fare increases and service cuts. 2012 is the year when either such cuts and increases come to pass or the year that our elected leaders finally get serious and deliver the comprehensive, long-term solution that will allow Massachusetts to thrive in the years ahead.

Introduction

In January 2012 MassDOT announced plans to close the MBTA's $161 million FY13 operating budget deficit via fare increases and service cuts. Since this announcement at numerous public hearings and meetings the reaction has been clear- the public demands something else.

While there is not unanimity about how this new solution should be framed, broadly speaking there seems to be consensus around the following themes:

- The MBTA is mired in a structural and cyclical deficit, which requires a legislative fix.
- Such a legislative solution will eventually require new revenue, cost shifting, and debt relief to be successful.
- Riders cannot and should not bear the burden of new revenue alone.
- Fare increases, while unpalatable, are preferable to service cuts.
- The burden of revenue increases and cost reductions should be as small as possible, and should be shared by as many stakeholders as possible.
- The MBTA must everything possible to collect all the fare revenue it is owed.
- Leadership is required from the Patrick/Murray Administration, Legislature and other leaders to find a way out of this that does not require figurative annual bloodletting.

It is important to note that the MBTA has much more than a $161 million operating budget deficit. On paper its FY13 deficit is closer to $185 million, which management to its credit has reduced through efficiencies, attrition, and changed work practices. It carries a debt burden of over $8 billion in principal and interest that devours over $400 million in spending annually. Despite such large annual payments the amount it spends on debt principal is too low for it to get out of debt at any time in the near future. Its backlog of state-of-good-repair projects is well over $3 billion meaning that maintenance and enhancement projects will continue to be deferred and the system will continue to lurch from crisis-to-crisis, delay-to-delay, and frustration-to-frustration for want of revenue. For the past several years the Authority has plugged large operating deficits through greater efficiency, land sales, revenue securitization and by refinancing and restructuring debt. This year MassDOT's proposal is for fare increases and service cuts. In FY14 the deficit is projected at over $201 million, and even if all the cuts and fare increases are enacted the deficit will still be over $40 million.

The MBTA Advisory Board offers the following alternative to MassDOT's fare increase and service cut proposals. While this alternative is certainly not a long-term fix it does buy one-year of breathing space for the Patrick/Murray Administration and Legislative leadership to finally fix transportation. For FY13 the Advisory Board proposes:

FY 13 Revenue/Savings Proposals	Revenue/Savings ($, net, millions)
New Revenue from MBTA Ridership	
25% fare increase	75.0
Subtotal:	75.0
More Savings from Transportation Reform	
Assistance with transportation security costs	36.3
Transfer ferry service & assets to MassPort	31.1
Private Carrier/Suburban Bus cost reallocation	2.1
Assistance of homeless transportation costs	1.3
Subtotal:	70.8
MBTA Innovation and Efficiencies	
0% FY13 wage increase for all MBTA employees	8.2
MBTA abutter lease program	2.0
Alcohol advertisement program reinstatement	1.5
Subtotal:	11.7
Revenue from Institutional Beneficiaries of MBTA Service	
Transit proximity beneficiary payments	5.5
Special event surcharge	5.0
CR proximity beneficiary payments	2.6
Subtotal:	13.1
TOTAL:	**170.6**
FY13 Operating Deficit:	-161.1
Surplus Towards FY14 deficit	9.5

In addition, at the request of our members and in direct response to the public testimony of the public at MassDOT's hearings on their proposals, we request the MassDOT Board undertake the following non-revenue policy reviews and provide us a written response:

FY13 Non-Revenue Policy Requests of MassDOT Board of Directors

Fare evasion study and reduction policy by 6/30/12
RIDE in-person assessments as soon as possible
Statewide paratransit commission findings by 4/1/12
TOD value capture study with recommendations by 9/1/12
Underperforming route "watch list" policy with timeline and public processes.
Small, regular fare-increase policy by 7/1/13

New Revenue from Ridership ($75 million from 25% fare increase)

The Advisory Board believes that everyone who benefits from public transportation should contribute towards it and while fare increases are unpalatable they are necessary from time to time. MassDOT proposes either a 43% average fare increase to yield $123.2 million, or a 35% average fare increase to yield $86.6 million. The Advisory Board estimates that a more equitable 25% fare and targeted parking fee increase will yield $75 million.

Table 1: Pass Fares with 25% Increase

Pass Category	Existing	Proposed	%
Local Bus	$40.00	$50.00	25.0
LinkPass	$59.00	$74.00	25.4
Senior/TAP	$20.00	$25.00	25.0
Student**	$20.00	$25.00	25.0
1-Day	$9.00	$11.25	25.0
7-Day	$15.00	$18.75	25.0
Inner Express	$89.00	$111.50	25.3
Outer Express	$129.00	$161.50	25.2
Commuter Rail			
Zone 1A	$59.00	$74.00	25.4
Zone 1	$135.00	$169.00	25.2
Zone 2	$151.00	$189.50	25.5
Zone 3	$163.00	$204.50	25.5
Zone 4	$186.00	$233.50	25.5
Zone 5	$210.00	$263.50	25.5
Zone 6	$223.00	$279.75	25.4
Zone 7	$235.00	$294.75	25.4
Zone 8	$250.00	$313.50	25.4
Interzone 1	$65.00	$81.50	25.4
Interzone 2	$77.00	$96.50	25.3
Interzone 3	$89.00	$111.50	25.3
Interzone 4	$101.00	$126.50	25.2
Interzone 5	$113.00	$141.50	25.2
Interzone 6	$125.00	$156.50	25.2
Interzone 7	$137.00	$171.50	25.2
Interzone 8	$149.00	$187.00	25.5
Commuter Boat	$198.00	$248.50	25.5
Average			**25.3**

Table 2: Base Fares with 25% increase

CharlieCard	Existing	Proposed	%
Adult Bus	$1.25	$1.55	24.0
Senior Bus	$0.40	$0.50	25.0
Student Local Bus	$0.60	$0.75	25.0
Adult Rapid Transit	$1.70	$2.15	26.5
Senior Rapid Transit	$0.60	$0.75	25.0
Student Rapid Transit	$0.85	$1.00	17.7
Local bus + Rapid Transit	$1.70	$2.15	26.5
Inner Express Bus	$2.80	$3.50	25.0
Outer Express Bus	$4.00	$5.00	25.0
CharlieTicket/On-Board Cash			
Local Bus	$1.50	$2.00	33.3
Rapid Transit	$2.00	$2.50	25.0
Inner Express Bus	$3.50	$4.50	28.5
Outer Express Bus	$5.00	$6.25	25.5
Average			**25.5**

** A 7-day student pass will be introduced to accompany the existing 5-day pass. A price for this 7-day pass has not been set.

Note: Seniors, persons with disabilities, and students pay half-fare for passes. Children 11 and under ride free with adult.

The Advisory Board lacks the computer software to perform the complex modeling that the MBTA can access in its elasticity studies. However, the history of previous fare increases, the fact that 2011 saw the highest ever ridership, and recent surveys suggest that public transportation users in eastern Massachusetts are less sensitive to mild fare increases than elsewhere. Also, the fact that fares have not increased since 2007 suggests that a 25% fare increase will not result in widespread ridership loss and can yield $75 million in new fare revenue. While clearly some ridership will be lost even with a 25% fare increase, this number will certainly be lower than that projected from MassDOT's proposed 33% or 43% fare increases.

The Advisory Board also endorses several items suggested by the MassDOT proposals:

- $10 minimum to reload CharlieCards on-board vehicles to reduce dwell time
- Eliminate tokens
- Introduce 7-day Student Pass and price accordingly
- Reduce validity of commuter rail tickets from 180 days to 14 days.
- Increase surcharge for on-board cash transactions on commuter rail to $3.00
- Eliminate 12-ride ticket on commuter rail, and 10 and 60-ride tickets on ferry boats.

The Advisory Board does not support the proposed 25% discount off the single-ride fare for all midday and reverse commute commuter rail trips. We see no reason for commuters to subsidize day-trippers and do not believe that price is the reason for any excess capacity at off-peak times. Discounting off-peak fares is essentially charging peak time users a surcharge. We will also oppose any attempts to add a peak-time surcharge onto the backs of commuters because day-trippers and students should not be subsidized at the expense of commuters. Commuters ride at peak hours because that is when they go to and from work. If MassDOT wants to encourage off-peak ridership it should work with employers to alter working hours not charge commuters more.

As part of its next commuter rail operating contract MassDOT must find a way to accept the CharlieCard as both a pass and for use with a declining balance to compensate for the elimination of the 12-ride ticket.

As part of this fare increase the Advisory Board also reluctantly supports a 25% increase at select rapid transit parking facilities. We support MassDOT's proposal to hold commuter rail parking rates harmless at this time. While the percentage increases in fares for all modes are equal the dollar increases for commuter rail pass holders on a monthly and annual basis, depending on zone, is much greater for commuter rail riders than for bus and subway riders. For this reason we support keeping commuter rail parking rates frozen, and a 25% increase to rapid transit parking fees.

Table 3: 25% Parking Fee Increases at Rapid Transit Facilities

Parking Facility	Mode	Location	Existing	Proposed	% Change
Alewife	Red Line	Cambridge	$7.00	$8.75	25.0%
Beachmont	Blue Line	Revere	$5.00	$6.25	25.0%
Braintree	Red Line	Braintree	$7.00	$8.75	25.0%
Chestnut Hill	Green Line D	Newton	$5.50	$7.00	27.3%
Eliot	Green Line D	Newton	$5.50	$7.00	27.3%
Forest Hills	Orange Line	Boston	$6.00	$7.50	25.0%
Lechmere	Green Line	Cambridge	$5.50	$6.75	22.7%
Malden	Orange Line	Malden	$5.50	$6.75	22.7%
Mattapan	Mattapan Line	Boston	$4.50	$5.50	22.2%
Milton	Mattapan Line	Milton	$5.00	$6.25	25.0%
North Quincy	Red Line	Quincy	$5.00	$6.25	25.0%
Oak Grove	Orange Line	Malden	$5.50	$7.00	27.3%
Orient Heights	Blue Line	Boston	$5.00	$6.25	25.0%
Quincy Adams	Red Line	Quincy	$7.00	$8.75	25.0%
Quincy Center	Red Line	Quincy	$7.00	$8.75	25.0%
Riverside	Green Line D	Newton	$6.00	$7.50	25.0%
Suffolk Downs	Blue Line	Boston	$5.00	$6.25	25.0%
Sullivan	Orange Line	Boston	$5.50	$7.00	27.3%
Waban	Green Line D	Newton	$5.50	$7.00	27.3%
Wellington	Orange Line	Medford	$5.50	$7.00	27.3%
Wollaston	Red Line	Quincy	$5.00	$6.25	25.0%
Woodland	Green Line D	Newton	$6.00	$7.50	25.0%
Wonderland	Blue Line	Revere	$5.00	$6.25	25.0%
AVERAGE					**25.3%**

The days of stuffing bills into small slits in a metal box to pay for parking must end. As part of the next series of parking management contracts MassDOT must find a way to allow FastLane transponders and other technologies to pay for parking at all MBTA facilities. Transportation

Reform promised us cooperation between the Turnpike, Highway, and transit divisions of MassDOT and we see no more visible means to show this coordination than making this a reality as soon as possible.

More Savings from Transportation Reform (70.8 million)

Assistance with transportation security costs	36.3
Transfer ferry service & assets to MassPort	31.1
Private Carrier/Suburban Bus cost reallocation	2.1
Assistance with homeless transportation costs	1.3
Subtotal:	70.8

Transportation Reform promised the citizens of Massachusetts millions from consolidation and greater efficiencies and to date refinancing and shifting costs have realized millions in savings. For instance, maintenance costs of the Massachusetts Turnpike were shifted to the MassDOT Highway Division, part of employee health care premium costs were shifted from the MBTA operating budget to employees via the GIC, and the cost to operate the Worcester Airport was shifted from the City of Worcester to MassPort among other reforms. Transportation Reform promised that the state entity most capable of delivering public services to the citizens of the Commonwealth would do it, regardless of which Secretariat, Board, or Authority it fell under. The Advisory Board believes that Transportation Reform holds the promise to deliver millions more in better management and organizational changes to aid MBTA riders in this time of crisis. It is past time for MassDOT to deliver on this promise. We feel that some services currently provided by the MBTA can be better provided, and perhaps more affordably provided by other state entities. Everyone in State government works for its elected leadership, and the Advisory Board believes that this leadership should embrace the spirit of Transportation Reform and direct the state entity best equipped to provide critical services to provide, and pay for these services.

Assistance with Transportation Security Costs ($36.3 million)

The safety of the users of our transportation services and the security of our transportation infrastructure is and should be the responsibility of the Commonwealth of Massachusetts. Paying police officers is not a core MBTA function, but providing security to its citizens is a core

function of the State. The Advisory Board believes that security of MBTA facilities and transit riders should be provided by the Commonwealth of Massachusetts. Enacting this will remove $37.6 million in direct operating costs from the MBTA's operating budget in FY13, plus millions more in future capital expenditure. The State could decide to cover the cost of the MBTA Transit Police from the budget of the Executive Office of Public Safety, or merge it with the State Police, or fund it from the MassDOT budget, or wherever it fits best. The MBTA must focus on its core functions: moving commuters on buses and trains, and while security is critical; in the 21st century it is a statewide issue. Threats to tunnels, rails, and buses are not just MBTA concerns they are concerns to all of Massachusetts and deserve to be treated as such.

In 2011 the MBTA Advisory Board supported the merger of the Massachusetts State Police and MBTA Transit Police. Legislation (H 2922) is currently pending, yet the results of this are not guaranteed and even if it passes there is no assurance that it would save the MBTA any money. Regardless of the passage of this legislation the cost of providing policing and transportation security should not rest with the MBTA. Shifting these costs need not shift oversight or responsibility however. MassPort does not have its own police force, instead relying on a troop of the Massachusetts State Police, and yet security functions between these two separate; yet linked entities seem well integrated.

Transfer Ferry Service and Assets to MassPort ($31.1 million)

In 2011 the MBTA Advisory Board called upon MassPort to pick up the subsidy for all ferry and commuter boats because we foresaw this year's move to eliminate them. A January 30, 2012 editorial in the Boston Globe titled "If MBTA can't fund ferries, other agencies should step in" agrees, stating "a better proposal, which is under consideration by a MassDOT committee, would transfer responsibility for subsidizing the service to Massport, the state agency that runs Logan Airport and the port of Boston. The ferries may be a better fit there anyway, since water transport is already part of Massport's mission. Massport should have the needed expertise to oversee a ferry operation, and its finances are in better shape."

In response to the Advisory Board's proposal last year then MassDOT Secretary Jeffrey Mullen established the Airport Ground Access and Surface Transportation (AGAST) Working Group.

This group identified several ways in which MassPort could assist the MBTA in ways mutually beneficial. Based on this preliminary draft the Advisory Board calls upon the related parties to speed up the process of implementing the following actions:

Sell Ferry assets	16.0
Sell East First Street Parcel (S. Boston)	10.4
Reallocate annual ferry subsidies	3.6
Reallocate SilverLine airport fare revenue	1.1
Subtotal:	31.1

$26.4 million of these costs are one-time revenues, while $4.7 million are on-going costs. While the Advisory Board generally opposes the use of property sales to fund operating expenses it seems unavoidable in this context of cuts and fare hikes.

The MBTA has considered eliminating ferry service in 2007, 2009 and now in 2012. The merits of commuter boat transportation are obvious, but it is also obvious that their future with the MBTA is limited. The hard reality is that the MBTA simply cannot afford to operate ferries, but the state agency that operates the Port of Boston can.

Sell Ferry Assets ($16.0 million)

The MBTA owns the Fore River terminal in Quincy, docks at Long Wharf in Boston, and leases terminal space in Hingham from the Department of Conservation and Recreation in Hingham. It also owns parking lots in Quincy and Hingham as well 2 passenger boats the *Flying Cloud* and the *Lighting*[1]. MassPort estimates the value of these assets at $17 million.

MassPort operates the Port of Boston and has over 50 years of maritime contracting and operating experience. It also currently owns and maintains a ferry dock at Logan Airport. It is also one of the most successful catalysts of waterfront development on the east coast, and should be able to generate more return from commercial ventures on these properties, which could be used directly to subsidize continued boat operations. The MBTA would lose about $1 million in annual revenue in forgone parking and commercial lease revenue under this proposal, netting $16.0 million in FY13.

[1] MBTA Ridership and Service Statics (Bluebook) 13th edition 2010, page 79

Sell East First Street Parcel ($10.4 million)

The MBTA owns around 9.3 acres of land near East First Street in South Boston that it uses for bus storage, certain administrative offices and a generator building. The Authority has designated a portion of this property as an excess transfer parcel. MassPort would like to aquire this parcel as part of its Conley Terminal Dedicated Freight Corridor Project, and in 2010 the Legislature passed a statue facilitating this transfer. It is unclear why no sale agreement has been entered into yet.

Given the importance of the Conley Terminal Dedicated Freight Corridor Project to the future of the Port of Boston and the positive benefits of getting heavy trucks off of South Boston neighborhood streets and onto a dedicated right-of-way the Advisory Board sees no reason why this project should not move forward. MassPort estimates the value of this parcel at $10.4 million and while the MBTA must ensure it receives fare market value and retains all necessary easements and protections for public transportation use it is also important that it consummate this deal in FY13.

Reallocate Ferry Subsidies ($3.6 million)

The MBTA estimates $3.6 million in savings in FY13 by not subsidizing ferry and commuter boat service when MassPort picks up this subsidy. Ferry operations are contracted to third parties, and the MassPort Board could simply take over these contracts by a vote of its Board anytime after the existing contracts expire in March 2012. Ferries already provide access to the airport, suggesting this as an allowable cost under FAA regulations. Under the MassDOT umbrella the use of CharlieCards may continue, and MassPort is and will continue to be eligible to receive federal transportation formula funds such as existing earmarks. MassPort also holds a permanent seat on the Boston MPO, which allocates these funds. MassPort's existing Community Advisory Committee currently has representation from communities such as Quincy and Weymouth and could be expanded in size and scope to improve the municipal voice in ferry and all MassPort operations and policies. The Advisory Board believes that the MBTA cannot and will not expand commuter boat service to places like East Boston, Lynn, Salem, Winthrop and others in the future, and that MassPort is the best opportunity these

municipalities have to see the ferry services they want retained, implemented, and/or expanded.

Reallocate SilverLine airport fare revenue ($1.1 million)

The MBTA maintains a complex relationship with MassPort, which paid for 8 of the 32 special SilverLine buses the MBTA acquired for the waterfront and airport service. Each year MassPort pays the MBTA $2 million towards the operation and maintenance of 8 vehicles and in return the MBTA remits all fare revenue received from passengers boarding at Logan Airport to MassPort. In FY13 the MBTA expects to pay about $1.12 million to MassPort under this deal. Given the disproportionate benefit MassPort and Logan Airport receive from the MBTA the Advisory Board believes this practice should be discontinued and the MBTA should retain all revenue it collects at the airport for its own use.

Private Carrier/Suburban Bus subsidy reallocation ($2.1 million)

The MBTA currently contracts private operators to run bus routes in Medford (710), Winthrop (712/713), Hull (714), and from Canton to Mattapan Station (716). Its suburban bus program partially subsidizes shuttle bus service in Beverly, Burlington, Dedham, Lexington, and the Mission Hill neighborhood of Boston. Under scenario 1 MassDOT proposes eliminating funding for the Medford (710) and Canton (716) private carrier routes, and all subsidies for the suburban bus program. Under Scenario 2 all private carrier funding and suburban bus subsidies would be eliminated.

While these routes are important to the constituencies they serve they are also perennial targets for elimination. In 2011 the MBTA Advisory Board in its FY12 budget report stated: "These routes are important to the people of those communities who use them, and should be maintained if possible. However, the precarious nature of the MBTA's budget suggests that the future is not bright for these services." At that time we proposed spinning off these routes to other MassDOT entities to allow the MBTA to focus on its core mission of operating its own buses and trains to serve commuters. We suggested that MassPort fund the Winthrop (712/713) and Hull (714) routes, and that the successful MassDOT agency MassRIDES use its leverage with the local Transportation Management Associations it subsidizes to operate the

remaining routes and shuttle services. In 2012 the Advisory Board renews this proposal. Shifting these costs to other MassDOT entities will save the MBTA $2.1 million in FY13 and is a better option than simply eliminating these routes all together.

Assistance with homeless transportation costs ($1.3 million)

The MBTA operates 3 bus routes that provide access the City of Boston's homeless shelter on Long Island and to the Shattuck Hospital. These routes (275, 276 & 277) do not accept fares and operate purely as a social service benefit for a vulnerable population in need of transportation. In 2011 the operation of these routes cost the MBTA just under $1.3 million. It is critical that homeless population have access to shelters and medical care, it seems logical to suggest that the Massachusetts Executive Office of Health and Human Services pay to provide such transportation rather than the MBTA. The State must stop using the MBTA to fill social service gaps at the expense of millions of citizens who depend on it each and every day.

MBTA Innovation and Efficiencies ($11.7 million)

The FY13 budget was reduced from $185 to $161 million through management, efficiencies, and innovation by MBTA management. The Advisory Board appreciates these efforts and believes that certain policy changes within the purview of the MassDOT Board can generate an additional $11.7 million in savings through innovation and efficiencies.

0% FY13 wage increase for all MBTA employees	8.2
MBTA abutter lease program	2.0
Alcohol advertisement program reinstatement	1.5
Subtotal:	11.7

0% FY13 wage increase for all MBTA employees ($8.2 million)

Over the last 5 years the story of which MBTA employees received raises and which did not is uneven. For the first time since 2006 the 200 or so non-unionized employees received raises of 1.5% effective July 1, 2011 and 1.5% effective January 1, 2012. 500 or so unionized employees received 0% in FY11, 3% in FY12, 2% this year, and are schedule for 2% next year. The remaining 5,400 or so unionized employees, including members of the Carmen's Union Local 589 saw raises of 3% in FY07, 3% in FY08, 3% in FY09, 4% in FY10. The MBTA is currently in negotiation with Local 589

about a new contract to cover FYs 11-15, with any wage increase for FYs 11-13 being paid in arrears and retroactively.

This history is starkly contrasted with the experience of many employees of the cities and towns that are members of the MBTA Advisory Board. Since the effects of the Great Recession became evident starting in 2008 employees of municipalities and indeed most sectors of the American economy did not receive raises, and in fact many received the opposite--pink slips. In cities and towns across eastern Massachusetts, Mayors, Boards of Selectmen, and other leaders have made difficult choices to freeze wages for all employees, including unionized fire, police, teachers, DPW, and other workers. While it is true that all MBTA employees have or are joining the State's Group Insurance Commission which charges higher co-pays and premiums than were charged in the past; it is also true that thousands of municipal employees have also joined the GIC and seen out-of-pocket expenses increase. It seems only fair that unionized MBTA employees now stand with their municipal colleagues by accepting a wage freeze in FY13.

The manner in which pay and benefits are set for unionized MBTA employees is broken, and disconnected from reality. If and when MBTA management and MBTA unions disagree on the terms of the next contract an independent arbiter may make the final decision. Just such an arbiter granted average wage increases of 3.25% per year for the fiscal years 2007-2010 in the middle of a recession. Because this decision granted retroactive raises the MBTA was forced to pay out over $65.9 million at once and raised parking fees at all its facilities by $2.00 to cover these costs. Freezing all wages for FY13 (and FYs 11 and 12 retroactively for that matter) will prevent the MBTA from having to come up with another lump-sum retroactive payment when the next contract is settled, possibly even at the start of the next fiscal year just after fares and parking fees go up.

MBTA management's hands are tied, and the MassDOT Board of Directors must act on this just as dozens of Mayors, City Councils, Boards of Selectmen, Finance Committees, and Town Meetings across eastern Massachusetts have already done. Freezing wages will save $8.2 million in budgeted costs, and many times that amount in future operating costs going forward.

If necessary, the Board of Directors should file legislation seeking the authority to do this or take the matter to court if needed.

MBTA Abutter Program ($2 million)

The MBTA is one of if not the largest landowner in Massachusetts. There are at least 48 examples of MBTA property being leased or otherwise conveyed to communities or other state agencies for bike path uses alone, amounting to well over 50 miles of rail-right-of-way for use for recreational purposes with little recompense to the MBTA and no opportunity for the MBTA to enter into leases that could help defer the revenue raising options currently before the public.

The Advisory Board proposes that the MBTA or its agents survey the remaining property owned by the Authority but not currently used for transportation purposes with an eye towards entering into short term land leasing arrangement with abutters. Moreover, it is common that abutters of disused rights of way tend to encroach on those properties either out of ignorance of the property line or confidence that they will not be discovered. Since the MBTA has a property management agent we feel that that those encroaching on MBTA property can be contacted and settlements reached with little expense to the MBTA. Uses for these properties could include property access, additional parking or material storage. The program would increase revenues, reduce trespassing and illegal dumping, reassert MBTA control over its properties and open up properties currently underutilized to abutters in need of expansion. The Advisory Board recommends that these land leases be at fair market value and for terms no longer than 10 years at a time. In FY13 we estimate $2 million in new revenue under this program.

Alcohol Advertising Program Reinstatement ($1.5 million)

At the end of January, in the midst of the public meetings on MassDOT's plans to raise MBTA fares and reduce service the Department announced plans to stop accepting advertisements for alcohol, which generate $1.5 million annually in non-fare revenue for the MBTA. Secretary Davey told the State House News that no revenue would be lost, as the Authority could resell that advertising space at no new loss. The Advisory Board believes that a better idea is to

continue to accept alcohol advertisements and find new space to sell to advertisers clamoring to be seen by MBTA passengers. This would result in an additional $1.5 million in revenue in FY13.

Many advocates believe that banning alcohol ads from MBTA property will somehow reduce underage drinking and "send a message" that the public does not condone such behavior. While the Advisory Board certainly supports laws banning the sale or consumption of alcohol by those under the legal drinking age, we also believe that the amount of such advertisements in magazines, on television, and in other media will surely swamp any reduction in advertising by banning such ads on the MBTA. The MBTA has a public interest in banning some types of advertising, but not alcohol and certainly not during this financial crisis,

Revenue from Institutional Beneficiaries of MBTA Service ($13.1 million)

Transit proximity beneficiary payments	5.5
Special event surcharge	5.0
CR proximity beneficiary payments	2.6
Subtotal:	13.1

The Advisory Board believes that those who benefit from public transportation should contribute towards it. Riders pay fares, cities and towns pay assessments, and taxpayers statewide contribute part of their sales tax revenue to fund the MBTA. Yet at public hearings from Attleboro to Lowell, Salem to Worcester, and throughout the Greater Boston area at public hearings MBTA Advisory Board members and staff have heard not just how important MBTA commuter rail, buses, trains, and boats are, but also what a hardship service reductions would create to institutional beneficiaries such as universities, hospitals, cultural institutions and businesses.

Transit proximity beneficiary payments ($5.5 million)

Large institutions in and around Boston benefit tremendously from the MBTA bus and rapid transit network, and yet none directly contribute to its operation. At the public hearings

numerous leaders, employees, and stakeholders of such institutions expressed their dependence on the MBTA in general, and on those bus and light rail routes on the chopping block specifically. Given the benefit delivered to these institutions by the existing bus and rapid transit networks, the Advisory Board believes that these institutions should directly contribute towards the MBTA's operations

Station name value payments	2.0
Inner-Core college student fee	2.0
Light Rail elimination mitigation	1.5
Subtotal:	5.5

Station Name Value Payments ($2.0 million)

MassDOT has discussed implementing a station naming program for years, yet dozens of institutions already have rapid transit stations named after them for free. For instance Charles/MGH, BU East, Tufts Medical Center, and Airport are all named after viable institutions that surely benefit from having their name attached to a station, and should pay for this privilege. MassDOT's real estate office should simply assign a value to a named station and bill the appropriate entity; otherwise the name should be changed on electronic media and when new signs are produced.

The following institutions should be approached as benefiting from sharing their names with rapid transit stations: Harvard, MIT, Mass. General Hospital, UMass Boston, Suffolk Downs, Logan Airport, New England Aquarium, Tufts Medical Center, BC, BU (3), Fenway Park, Prudential Center, Boston Symphony Orchestra, Northeastern, Museum of Fine Arts, Longwood Medical Area, Museum of Science, and the World Trade Center. It seems reasonable to estimate these 18 institutions would contribute at least $2 million collectively annually for the benefit of sharing a station's name.

Inner Core Student Fee ($2.0 million)

At the hearings in downtown Boston, Roxbury, Dorchester, Mattapan, Jamaica Plain, Newton, and elsewhere in the greater Boston region numerous college students testified about the importance of public transit to their studies, research, and social lives. Over 200,000 full and part time students attend institutions of higher education in the MBTA's inner-core service

area. A $10 student-ID fee would generate at least $2.0 million annually without imposing a hardship on any individual student. $10 per year is less than 3 pennies per day. These payments will directly contribute to the continued operation of the MBTA at existing service levels. Going forward any discussion of off-peak discounts for students or "night owl" service should be within the context of increasing this fee, or converting all campuses to UPass plans to pay for them.

Light Rail Elimination Mitigation Payments ($1.5 million)

MassDOT estimates that cutting the Green Line E branch and Mattapan high-speed line on weekends will save $1.5 million in FY13. At the public hearings numerous individuals who benefit from these weekend services expressed opposition to the elimination plans. Specifically testimony from students, professors, doctors, nurses, and employees of institutions such as the Longwood health care and academic cluster, Museum of Fine Arts, Isabella Stuart Gardner Museum, Mass. Art, Wentworth, Mass. College of Pharmacy, Northeastern University, the Boston Symphony Orchestra and others that use weekend light rail service demanded that the service be retained at its current levels. Given the importance placed upon weekend light rail by those connected with institutions that benefit from it, it seems reasonable to ask these institutions to contribute the $1.5 million annually needed to keep weekend light rail service running on these lines.

Special event surcharge ($5 million)

The MBTA is at its core a commuter service. Yet hundreds of times each year it also moves thousands and thousands of citizens to and from special events such as Red Sox, Bruins and Celtics games, as well as public performances at venues such as the Opera House, Citi Performing Arts Center, Symphony Hall, and numerous other large venues. These special events constitute mini-rush hours that the MBTA is not designed or staffed to handle. Such events strain the existing system and cost millions in overtime. Extra fares collected before and after these events do not cover these costs. The venues that host these events rely on the MBTA to deliver thousands of citizens to these events without the use of automobiles. Traffic is already congested in and around Fenway Park, the Theater District, and the TD Garden before and after special events. Imagine how bad it would be without the MBTA operating extra service.

Large public performance venues benefit greatly from the MBTA and should contribute towards its operations in the form of a $0.50 surcharge on all tickets at venues with capacities over 1,000 persons. Given the number of events that take place at such venues it seems reasonable to expect $5 million in annual revenue from this surcharge. Such a surcharge will not add significantly to ticket prices. For instance the average cost of a Red Sox ticket in 2011 was about $53.00 suggesting that a $0.50 surcharge would increase prices by less than 1%.

Commuter Rail proximity beneficiary payments ($2.6 million)

At public hearings in places like Lowell, Salem, Attleboro, and Worcester numerous people testified about the importance of weekend and late night commuter rail service. MassDOT proposes eliminating all such service to save $5.7 annually. Students, those in the tourism sector, educators, health care workers, and many others testified about how important it is to their economic well being and to the economies of places like Lowell, Worcester, and other cities to have weekend and late night commuter rail service. Given the benefit they testified about receiving it is reasonable to ask those institutions to contribute towards partially preserving them.

CR area college student fee	1.4
Proximity beneficiary payments	1.0
Station name value payment	0.2
Subtotal:	2.6

Commuter Rail area college student fee ($1.4 million)

An estimated 140,000 full and part time students are enrolled in institutions of higher education in the 161 cities and towns in the MBTA service district outside the inner-core. An annual $10 student ID fee for these students, similar to the one proposed for the inner-core area, would generate an estimated $1.4 million annually towards the cost of keeping post-10 PM and weekend commuter rail trains running. As with the case in the inner core, going forward any discussion of off-peak discounts for students or "night owl" service should be within the context of increasing this fee.

Commuter Rail Proximity beneficiary payments ($1.0 million)

- Large business parks, institutions like Worcester's DCU Center, Lowell's Tsongas Arena, the Salem and Plymouth tourism clusters, the Worcester medical and life science clusters, and higher education establishments such as the College of the Holy Cross, Clark University and the State Universities in Salem, Bridgewater, Worcester, Fitchburg and Framingham surely benefit from their proximity to commuter rail stations, and weekend commuter rail service transporting thousands of people each year to and from their doorsteps. Surely institutions such as these and hundreds more throughout the commuter rail service area should be willing to make modest contributions towards retaining the late-night and weekend commuter rail services that everyone claims are so vital to them.

Commuter Rail Station name value payments ($0.2 million)

As with the proposal to capture monetary value from those institutions with their names included in rapid transit stations, so too should some value be captured from commuter rail stations that include names of institutions. For instance the Brandeis/Robert station on the Fitchburg Line, and the Franklin/Dean station on the Franklin line are examples of station names that contain institutional names as well. Other stations such as Forge Park/495 and Windsor Gardens on the Franklin Line, River Works on the Rockport/Newburyport Line among others also enjoy benefits from sharing names with commuter rail stations. MassDOT should simply assign a value to the benefit of station name sharing and send a bill. If the bill is not paid simply change the name on all electronic media and the next time signs are changed. It seems reasonable to expect $200,000 in net new annual revenue from this proposal.

Non-Revenue Proposals

FY13 Non-Revenue Policy Requests of MassDOT Board of Directors

Fare evasion quantification study and reduction policy by 6/30/12
RIDE in-person assessments as soon as possible
Statewide paratransit commission findings by 4/1/12
TOD value capture study with recommendations by 9/1/12
New underperforming bus/rail route "watch list" policy with timeline and public processes.
Small, regular fare-increase (2.5%) policy by 7/1/13

Fare evasion quantification study and reduction policy by 6/30/12

The public believes that MassDOT does not do enough to collect all the fare revenue the MBTA is owed. The MassDOT Board should immediately commission a study to quantify the budget impact of fare evasion on all modes, and develop new policies to reduce fare evasion before fares are increased. It is only fair that MassDOT do all it can to collect all fares from those who do not pay before raising fares on those who do.

Some ideas for consideration include installing fencing and barrier fare collection facilities at all Green Line D branch stations, and at any other Green Line surface station where possible, and fencing and fare collection barriers at major bus facilities such as Dudley Station and Harvard bus way for example. Barrier fare collection at such stations may not be perfect, but they may be an improvement and should be considered. Not all such stations should be staffed. AFC must be introduced onto the commuter rail system with the implementation of the next contract, and MassDOT should seriously consider eliminating CSA attendants from non-key subway stations during non-peak hours and instead re-deploy these human resources to prevent fare evasion at known hot-spots during peak times. Greater use of the MBTA's extensive security camera network in discouraging and enforcing fare evasion policies should also be explored.

The RIDE In-Person Assessments As Soon As Possible

In 2011 the MassDOT proposed to start conducting in-person assessments of all individuals requesting RIDE certification by July 1, 2012. The cost to provide the RIDE doubled from $50 million in FY07 to over $100 million in FY12. MassDOT believes that in-person assessments can help slow this growth by ensuring that all those who use this door-to-door service meet all the necessary qualifications for it. At the same time MassDOT proposes establishing a two-tiered service area for RIDE trips with some RIDE fares increasing from $2.00 to $12.00 under one scenario.

If MassDOT believes that conducting in-person assessments can slow the growth in RIDE costs it should establish these first before recommending changes to the service area. In-person assessments should begin as soon as possible (March or April 1) to allow 2-3 months of data on the impact of such assessments on the number of RIDE eligible customers. Should these in-

person assessments prove effective in slowing RIDE cost growth, perhaps a tiered service area will not be necessary. Either way we see no harm in beginning the in-person assessment program as soon as possible to ensure that RIDE services are reserved for those who require them the most.

Statewide paratransit commission (EO 530) findings by 4/1/12

In April 2011 the Governor issued an Executive Order 530 establishing a Statewide Paratransit Transportation Commission to examine and offer suggestions to improve and reform paratransit transportation. For the past 10 months this commission has met and listened. Now as MassDOT proposes the most radical changes to the RIDE ever the time has come for this commission to issue its recommendations. April 2012 will mark 1-year since the issuance of the Executive Order.

The EO 530 report must consider a state-wide paratransit service area for all of Massachusetts, or at least explain why it is not considered. Currently paratransit begins and ends at the borders of regional transit authorities (federally mandated service areas) meaning, for instance, that a client living in Natick, Gloucester, Stoughton, or Ayer cannot get to the educational, medical, business, or cultural centers of Boston without transferring between providers and paying 2 fares. Transportation Reform was supposed to be about tearing down artificial boundaries between transportation agencies. The creation of one state-wide paratransit district seems like a logical extension of Transportation Reform. Creation of such a district should save agencies like the MBTA millions annually in administrative costs through consolidation and millions more through the economies of scale that a state-wide provider can bring. If RTA payments to this service provider were capped to match revenue growth such a plan would also free the MBTA from unsustainable 16.5% average annual growth that threatens to swamp all other costs.

TOD value capture study with recommendations by 9/1/12

At numerous public hearing on MassDOT's proposals to increase MBTA fares and decrease MBTA service, numerous stakeholders spoke of the importance of MBTA service to large new developments built, or under construction near transit nodes. Several people suggested that some of the value created by such developments be captured and directed to the MBTA.

Indeed, MassDOT officials have publically pointed to "value capture" as a means to pay for future expansion projects like the Green Line to Somerville and South Coast Rail. In light of the fiscal crisis and its proposal to raise MBTA fares the MassDOT Board should clarify its position on value capture payments by issuing a policy brief with recommended rates and locations, as well as necessary changes to existing laws to implement such a fee.

Of the five largest American Transit agencies only the MBTA and LA Metro lack any sort of value capture financing revenue. The New York MTA, Chicago CTA Transportation Authority, and Washington, DC WMATA all receive some revenue from value capture in the form of taxes on real estate transactions within their respective service districts when property is sold. If MassDOT is serious about value capture fees they should issue their proposals as soon as possible.

Creation of a "watch list" of underperforming routes with a new policy to engage stakeholder's dependant on such routes and new processes and time-lines to eliminate such routes.

At every public hearing on MassDOT's proposals to raise MBTA fares and eliminate MBTA service members of the public expressed dismay at the prospect of losing existing MBTA service. Yet it is clear to the MBTA Advisory Board that not all routes sustain the ridership necessary to continue in perpetuity. While the Advisory Board does not support the elimination of any routes at this time as part of a fare increase and service cut budget exercise, it does believe that those routes, which underperform, should go eventually. MassDOT has good standards for gauging route performance and the net cost per passenger metric is industry standard. The standards used to determine performance are not the issue however. The issue is the manner in which routes are eliminated. The Advisory Board believes that underperforming routes should be eliminated for service planning reasons and not to balance structurally deficient budgets.

It is difficult to argue that bus routes that are essentially subsidized livery services should continue when it is clear that those resources could be better utilized elsewhere in the system. Routes such as the 355 and 500 require over $10 in subsidies (over and above fares) to carry

each passenger on each trip every day. Nevertheless the Advisory Board understands the importance of routes such as these to those who ride them and the communities around them. The MassDOT Board should develop a new policy for eliminating underperforming bus, rapid transit, and commuter rail routes. Such a policy should identify these routes and place them on a watch list. Placement on a watch list should trigger a series of community workshops with stakeholders to explain why the route is in danger and to solicit their ideas for improving the net cost per passenger numbers for each route. Municipalities, institutions, legislators and other stakeholders should be given the opportunity to improve ridership, and MassDOT should intensely study each route on the watch list to ensure that its numbers are accurate several times throughout the process. The Advisory Board suggests that watch lists be produced at the beginning of each fiscal year (July), that the process take 1 year, and that quarterly meetings take place to solicit feed back, report new data, and keep all stakeholders abreast of the process.

Conducting a longer elimination process will not make eliminating a bus route any easier. But we believe it is important for all those affected to be part of a process and to be given the chance to save their routes prior to elimination. The MassDOT Board should develop these policies as possible and published the first watch list early in the new fiscal year.

Small Regular Fare Increase Policy by 7/1/12

The Advisory Board believes that small and regular fare increases are preferable to large, irregular ones. Fares should not spike every 4-5 years but should increase slowly to match inflation to make it easier for customers to absorb the increase. We request that by July 1, 2012 the MassDOT Board publish a new policy supporting small regular fare increases, furthermore we suggest that such an increase be not more than 2.5% annually or bi-annually on average. 2.5% matches the rate of growth in MBTA assessments.

The Advisory Board suggests that the MassDot Board issue a policy document directing the MBTA to raise fares by not more than 2.5% annually or bi-annually effective July 1, 2013. The MassDOT Board should hold a single hearing annually on this increase and such an increase should be built into each year's proposed operating budget. The MBTA's fare policy should also

be revised with significant public input. No one likes paying more for the same service but customers like price spikes even less. Small regular fare increases will not solve the MBTA's cyclical and structural deficits but they will help and will make them easier for the public to absorb.

Conclusion

The cities and towns that make up the MBTA district have been warning for almost a decade that the financing structure of the Authority is fatally flawed. Finally the day of reckoning can no longer be postponed and the public must react to MassDOT's proposals to gut MBTA service and dramatically increase its fares. The MBTA suffers from several problems but the main ones are far too much debt and the decade-long underperformance of the sales tax.

The MBTA has tried to help itself by trimming its workforce, innovating in the purchase of fuel and energy, finding efficiencies, and controlled those costs within its power to control. When those actions weren't enough the Authority raised fares and parking fees, sold land and other assets, restructured and refinanced its debt payments, and even sold a revenue stream to plug a gaping hole in last year's budget.

These actions allowed the Authority to limp from year-to-year, but the MBTA will never be healthy and travel conditions will continue to deteriorate until the underlying illness is cured. The plans put forward by MassDOT will not cure the MBTA's illness, and neither will our plan. The Advisory Board plan will, however, preserve the transit system until a real and lasting solution can be found. The Advisory Board plan can bring all of the stakeholders in our transportation system: the Governor, the Legislature, municipalities, businesses, large institutions, students, seniors, those with disabilities, transit advocates, commuters and all the users of the system together to finally have that "adult conversation" so long promised and so long avoided. Shame on all of us if we avoid it again.