

MOVE MASSACHUSETTS
MEMBERSHIP MEETING
8 APRIL 2005
Notes Recorded for the
ASSOCIATION FOR PUBLIC TRANSPORTATION, INC.
By Barry M. Steinberg

Items in *italics* and graphics were provided by the Office of Commonwealth Development.

**The Romney Administration's Long Range Transportation Plan.
Douglas I. Foy, Secretary, Office of Commonwealth Development.**

For more information on the Long Range Transportation Plan, refer to:
<http://www.eot.state.ma.us/default.asp?pgid=content/longplanIndex&sid=level2>

Biographical information: Mr. Foy was a member of the U.S. Olympic Rowing Team in 1968 and also received a J.D.

I went into state government two years ago, after a career at the Conservation Law Foundation. I didn't know Gov. Romney before he was elected. There was an anomalous situation where state agencies were bumping into each other.

Gov. Frank Sargent's was the last administration that actually tried to make a comprehensive transportation plan. This referred to eastern Massachusetts only. We needed a comprehensive strategic plan. For such planning, twenty years is a realistic time frame. Transportation is the most important element the state makes. It affects the time we have for the rest of our life.

Transportation infrastructure is perhaps the most vital state role in the private economy.

- *Facilitates safe and efficient movement of goods and people.*
- *Improves Massachusetts' competitiveness.*
- *Shapes housing, commercial and industrial development patterns.*

Transportation has been a top priority – key accomplishments over the last 2 years.

- *Unifying our transportation vision.*
 - *Establishment of a strong Executive Office of Transportation.*
 - *Reform act puts Secretary on all transportation boards.*
- *Investing in our infrastructure*
 - *Around \$4 billion in transportation bond bills.*
 - *20% increase in Chapter 90 funding to local [communities].*
 - *Green light on Greenbush and Logan runway construction.*
- *Improving our operations.*
 - *Construction reform.*
 - *Rollout of Global Positioning System (GPS) tracking on all snowplow equipment.*
 - *Anti-rubbernecking measures.*

Transportation plan objectives:

- *Significantly reduce the number of structurally deficient bridges.*
- *[Clear]...known choke points and modernize high-crash intersections.*
- *Achieve MBTA "State of Good Repair".*
- *Expand transit options.*

- *Contain debt service costs at or below current percentage of total expenditures.*

Massachusetts is ready for a multi-modal, comprehensive long range plan.

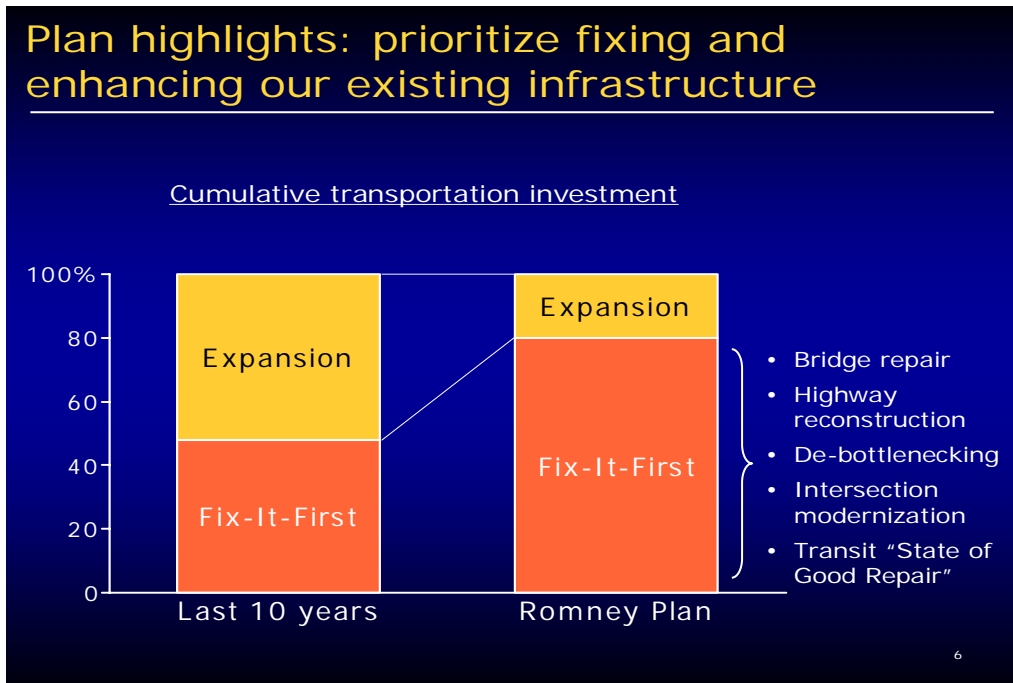
Romney Plan:

- *\$31 billion investment plan over a 20-year time horizon--\$43 billion [when adjusted for]...inflation.*
- *Commonwealth-wide, balanced across regions.*
- *Invest in all modes of transportation: Highway, transit, rail, bus, aviation, port and bi[cycle/pedestrian]...networks.*
- *Based on regional priorities of MPOs [metropolitan planning organizations] and RCCs.*
- *Fiscally responsible and prudently financed.*
- *Consistent with sustainable development principles.*

This covers the entire Commonwealth (for the first time).

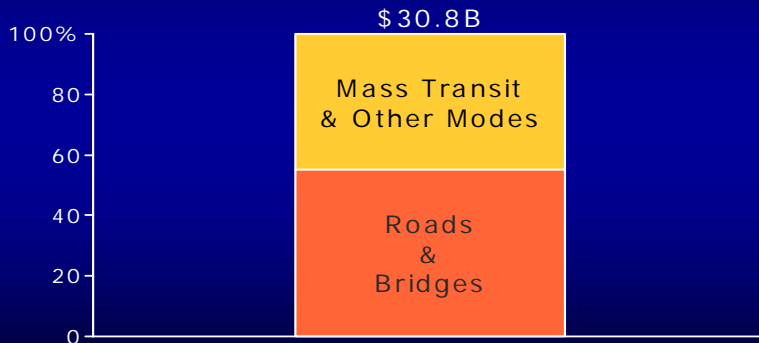
During the Eisenhower Administration, a tremendous number of bridges were built in the Commonwealth. The average bridge has a 40- to 50-year lifespan. All need replacing. For example, the Longfellow Bridge [crossing the Charles River]. It is at least 15 years past when it should have been repaired. The Red Line runs on it; we cannot stop it.

As we accelerate the bridge repair process, more bridges get onto the list [with the passing of time]. The cost will be \$1 billion over the next five years.



Plan highlights: balanced across modes

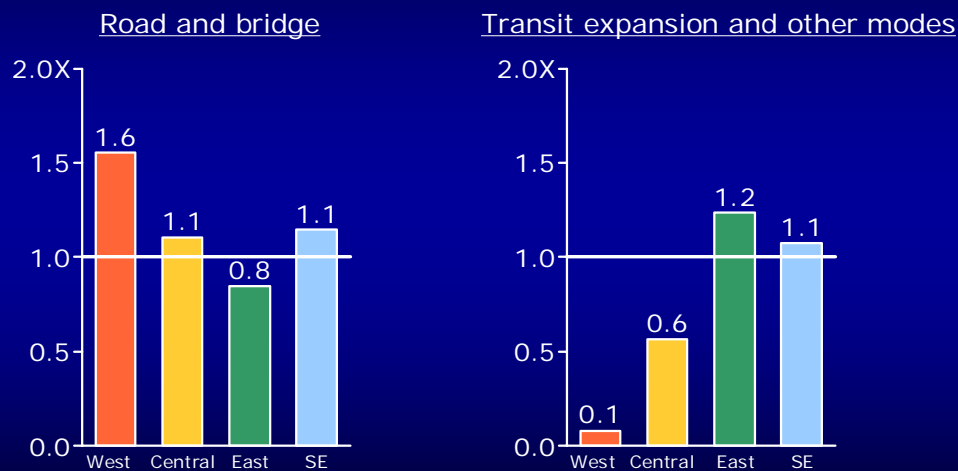
Cumulative transportation investment



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Plan highlights: regionally balanced

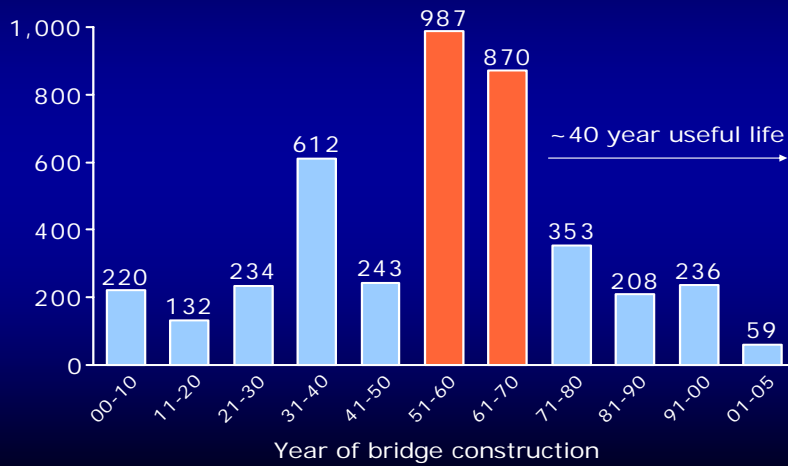
Per capita investment analysis:



Note: West: Berkshire MPO, Franklin MPO and Pioneer Valley MPO; Central: Central Massachusetts MPO and Montachusett MPO; East: Merrimack Valley MPO, Northern Middlesex MPO, Boston MPO, Old Colony MPO; Southeast: Southeastern MPO, Cape Cod MPO, Nantucket MPO and Martha's Vineyard MPO. Per capita: 50% population, 50% employment; *Road and bridge: chapter 14 mega-projects, 5-year bridge plan and chapter 90 (excludes longer term road and bridge funding, which is expected to be balanced across the state). Transit and other modes: all other projects in Chapter 14 (excludes MBTA state of good repair).

Plan highlights: bridges – the “baby-boom” of bridges is now coming of age

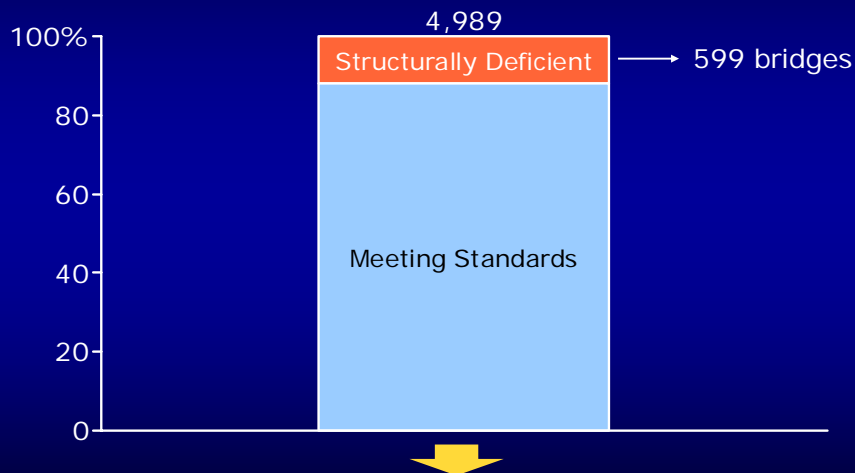
New bridges constructed per decade



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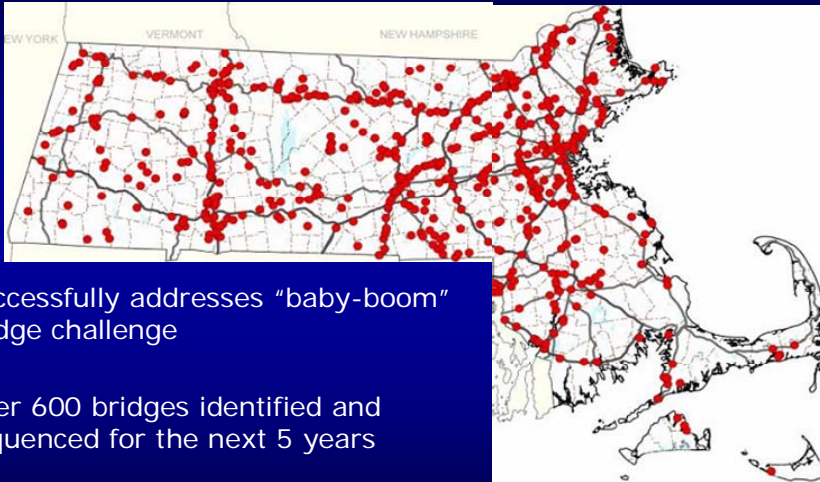
Already, more than 12% of our bridges require major investment

Bridges in the Commonwealth



At current investment levels, “baby boom” would increase the number of deficient bridges 6

The plan invests \$200M in bridges annually, doubling our current investment level



- Successfully addresses “baby-boom” bridge challenge
- Over 600 bridges identified and sequenced for the next 5 years
- Reduces the number of structurally deficient bridges by 20% by 2010

6

\$1 billion over the next five years for bridges.

- *Fixing bridges is a top priority.*
- *Massive investment will be required to keep pace with deterioration.*
- *Preventive maintenance is critical to lower costs going forward.*
- *Essential for economic development, public safety and fluid transportation for all citizens.*

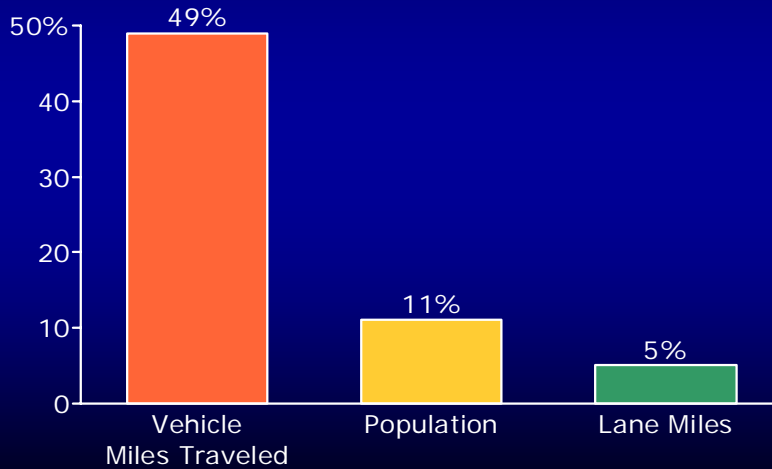
MAINTENANCE: The average bridge. If you don't maintain it, it will start to fall apart in 12 to 15 years. To maintain it, the most important thing is to wash off the bird poop. How many towns wash their bridges? Few. There is a new regulation: Wash your bridge or don't come back to us for money.

We have a small state, but we are growing our vehicle miles because of sprawl. We need the car to do everything in the suburbs. Moms driving the kids to school (i.e. non-commuting miles) are the major factor in traffic, not commuting. We will fix intersections. These in general are not expansions.

We will address all major choke points.

Plan highlights: highways - VMT growth is 10x lane mile growth; 5x population growth...

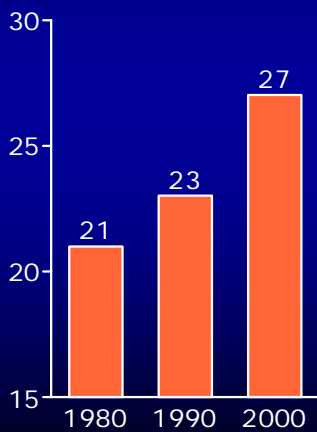
Growth in VMT, population and lane miles (1980-2000)



13

...causing increased commute times and wear and tear on road surfaces and drivers

Average MA Commuting Time

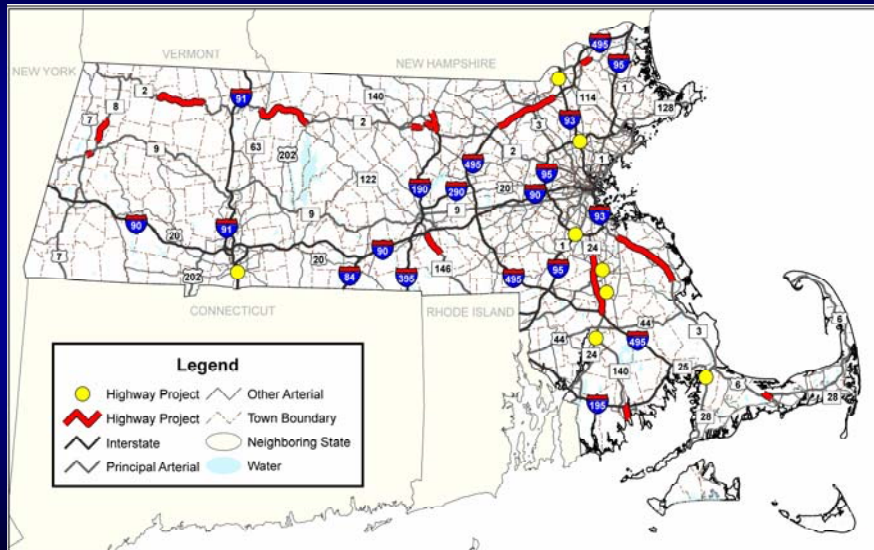


Interstate Highway Surface Quality



13

The plan will invest \$12B to enhance, decongest and expand roadways



13

The plan addresses all major choke points:

- *Interstate 93 and 95 interchanges—Reading/Woburn and Canton. Modernization of the busiest intersections in the state; the top ten crash locations.*
- *Route 3 south: Capacity increase and interchange modernizations combined with corridor growth management plan.*
- *Route 2: Make an old road [into a] major east-west arterial—Turning lanes, median barriers, shoulders, climbing lanes and improved geometry.*
- *Interstate 495: A multi-modal approach in conjunction with capacity expansion.*
- *Interstate 91: Modernization to include networked “Intelligent Transportation Systems.”*
- *Hundreds of high-accident intersections and road segments.*

The other probably most important feature is the commitment to transit. There is \$3 billion of deferred maintenance on the MBTA.

Plan highlights: transit - improving the transit customer experience.

- *Aging system needs massive investment.*
- *Romney plan invests \$9 billion in achieving MBTA state of good repair:*
 - *67 bridge replacements or renovations.*
 - *159 new rail vehicles; 257 new buses.*
 - *106 elevator and escalator replacements.*
 - *42 station upgrades and renovations.*
 - *139 miles of track replacement.*
 - *Substantial replacement of Red Line and Green Line signalization.*
 - *Upgraded Operations Control center.*
 - *2 new maintenance facilities; 3 new layover facilities.*
 - *System-wide implementation of state of the art automated fare collection system.*
- *Funding in plan to implement forthcoming RTA [regional transit authority] plan.*

Honoring forward funding

- *The MBTA cannot sustain future debt issuance at current levels.*
- *Forward funding always contemplated the MBTA paying for its operations and investing in a state of good repair.*
- *Future system expansion—under forward funding—would need to be paid for by federal, state and local sources.*
- *After Silver Line [Phase] III, the Commonwealth will honor its rôle in funding future system expansion, including the remaining CA/T [Central Artery and Tunnel] funding commitments.*
- *The MBTA will be held accountable for efficient operations and a well-maintained infrastructure.*

No one has dealt with future expansion needs for the T. The T cannot afford long-term capital needs. With the exception of Greenbush and the third leg of the Silver Line, all expansion will be a Commonwealth responsibility, including the mitigation projects.

[One thing that needs doing is] to determine T project timing of a long list of projects--\$10 billion worth. We will prioritize projects based on the possibility of federal support.

We are looking for local support and leadership. We will demand corridor planning. An example is Kingston, where we built transit and the Town downzoned. We will fund corridor growth planning to see what is possible, and work for appropriate zoning. We have to solve the housing problem.

We will be looking for incremental financing, i.e. local contribution to the projects. Land becomes very valuable due to the development of transportation.

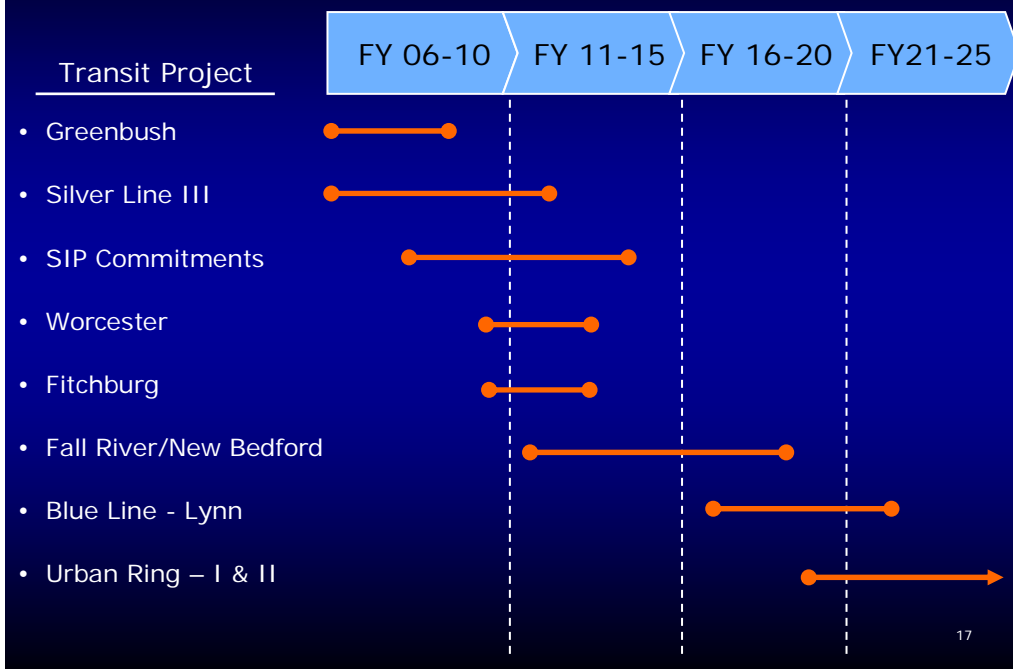
The expansion of transit is critical to the economic prosperity and quality of life in the Commonwealth.

Factors which determine project timing...

- *Prioritize projects with federal support.*
- *Local support and leadership is imperative.*
- *Prioritize expansions with comprehensive corridor plans, including desirably zoning for new housing.*
- *Innovative means for local contribution.*
- *Expedient permitting and right of way acquisition.*

[But yet, these] timelines are not set in stone.

A possible sequencing of projects



And the plan doesn't stop there. It addresses all modes of transport:

- **Intermodal Centers:**
 - Franklin County and Haverhill transit centers.
 - UMass. Multi-modal center in Amherst.
 - Cape Cod transfer centers.
 - Nantucket airport transfer center.
 - North Shore ferry service.
- **Freight Facilities.**
 - Preserve and acquire private rail rights of way.
 - Eliminate weight restricted bridges as part of the bridge program.
 - Identify "last mile" haul roads to improve freight access.
- **Airports and Ports:**
 - Pittsfield airport renovation (RCC priority).
 - [Massachusetts Aeronautics Commission] and Massport integration, as per reform legislation.
 - Invest in harbor dredging, ferry service and port capacity.
- **Bikeways:** Complete the Blackstone Valley bikeway.

"SIP" commitments entail the Central Artery mitigation.

The whole Fix It First will cost \$24 billion. Sources of funds: Half from the federal government. This may improve.

The central Massachusetts "Significant Projects" include a bikeway through Clarksburg.

This is a draft plan. Over the next six months, we expect considerable input until we bolt it down.

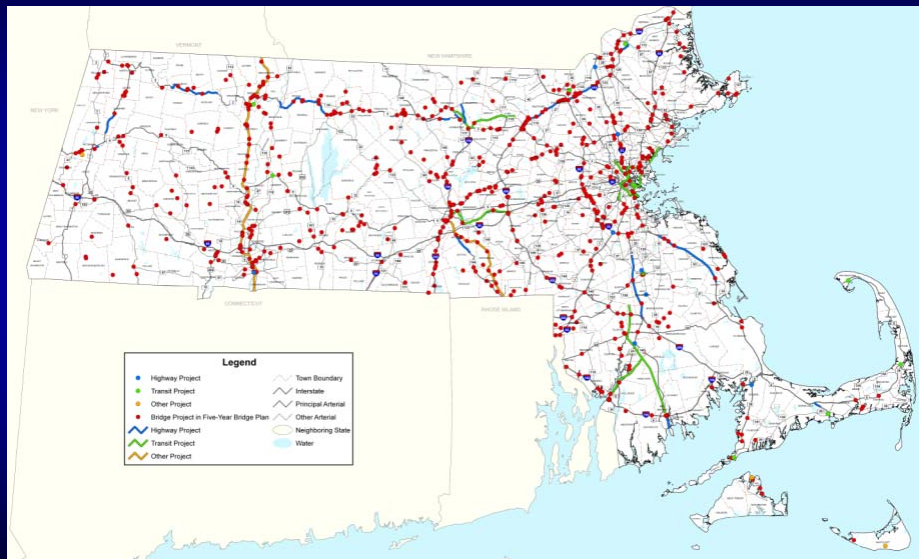
Fiscally responsible and prudently financed

Uses of funds	(millions of 2005 dollars)	Total
Fix-it-First Reinvestment		
Local Aid to Cities and Towns		2,346
Bridge Renovation and Replacement		4,280
Road Construction and Improvement		8,837
Transit State of Good Repair		9,096
Sub-total Fix-it First		24,559
Network Expansion		
Roadway Mega-Projects		729
Multi-modal Mega-Projects		739
ACO / SIP Commitments		769
Transit Mega-Projects		3,987
Sub-total Expansion		6,224
Total Capital Investment		30,783

Sources of funds	(millions of 2005 dollars)	Total
Federal		15,810
Commonwealth Capital Budget		10,221
MBTA Capital Budget		4,473
Corridor Contribution (e.g., DIF)		279
Total Sources of Funds		30,783

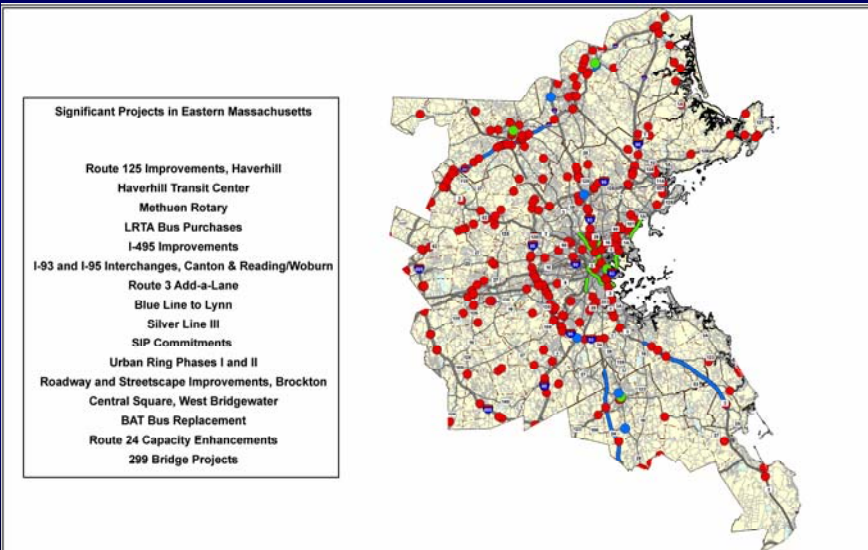
18

Statewide project map



18

Regional detail: Eastern Massachusetts



19

The guiding principles:

1. *Objective, coördinated, transparent and inclusive decision making.*
2. *System preservation: Fix It First.*
3. *Sustainable development: Grow the economy and protect the environment in tandem.*
4. *Operating efficiency and cost-effectiveness.*
5. *Improve mobility: Multi-modal management of demand and increases of supply.*
6. *Safety for users and non-users.*
7. *Security: Protect users and assets from external threats.*
8. *Accessibility, regardless of physical or economic limitations.*

If we scatter our senior citizens around in places where there is no public transportation, we are going to have a problem.

The four big stories:

1. Fix It First is the first Big Thing.
2. Transit must be part of the plan, and it will be a Commonwealth responsibility.
3. We must have growth in corridors, and municipalities must cooperate in this.
4. This is a PLAN. A serious effort to write a comprehensive “road map” for transportation.

* * * * *

Questions and Answers

Q (Curtis Davis): This is not a “cheap shot session”; it is for dialogue.

Davis was in San Francisco, and took the people mover to the station from the airport, then the subway, making a connection three blocks from his destination. What about Boston?

A (Foy): One of the reasons the Silver Line is useful is that it accesses individual terminals. San Francisco ‘stole’ one of our ideas of corridor development. They told San Jose that for them to extend BART, they must have housing before the transit expands.

Q (Peter Smith): Will rights of way be protected?

A (Foy): Yes, especially the CSX rights of way, and especially to Worcester, East Boston (the Ring), and Grand Junction (the Ring). This is one of the problems of the Ring. It is dying a death of a thousand cuts. There is no cheering section for it. Many educational institutions are opposed to the Ring. The Ring is probably the most important transit investment we can make. That corridor has terrible transit. A much more coherent constituency is going to have to rise up in favor of it. We may have to phase it differently, and go to Phase III.

Q (Anne Lusk): [You said] ‘Most of transportation is non-commuting’. There are ways to address this—Safe routes to school.

A (Foy): I am a huge fan of the walking school bus idea. In Chicago, Mayor Daley has done fantastic things. There was a conversation at MIT about greening cities. I found out that cities are by definition greener than other forms of habitation. As a matter of fact, I walked here today. Boston and Cambridge are doing better, but what about Springfield and Holyoke?

Q (Larry Rosenbloom), Plymouth Planning Board member: You mentioned the need for local support and leadership. [I have] a strong thought that Route 3 should NOT be widened. We need balance with transit. Can you come to Plymouth and Kingston? We have 25,000 acres of developable land. The state has to be more pro-active. I will bring the leadership together.

A (Foy): I commend you for this. Plymouth has done a lot of smart things, such as village center zoning.

This is a commitment not to Route 3 expansion, rather to corridor planning. We do not want to expand corridors if all there will be is sprawl.

Q (Robert LaTrémouille): Re the Urban Ring rapid transit, which has been a project since the 1980’s. To me, it is not a complicated project. The T calls a busway project the Urban Ring. Let’s have rapid transit.

A (Foy): The Urban Ring looks like a Rube Goldberg device. Bus rapid transit is a very important part of our transit future. We have to review the phasing of the Ring segment by segment. It needs to be serious transit service to be effective. [For it to get built,] the Ring needs help from enthusiasts.

Q (Ralph Cooper of Dorchester), Zoning Commissioner: What were the housing objections in Kingston?

A (Foy): Most of suburban communities resist housing: Kids are toxic because we cannot afford to school them. There are perhaps other, more sinister motivations. A lack of awareness that if we don’t bring in housing, we are abandoning our children and our parents.

One thing making our cities and towns is a great ‘atmosphere’, e.g. Tucson. Where do I walk to? We drive twenty minutes outside town into a shopping center for the ‘best restaurant in town’. My definition of a great town is a place where my 23-year-old daughter can live and my 82-year-old father can live as well. The reason we are in Massachusetts is we have great villages, a great North End. The best senior citizens facility *is* the North End. There is a lack of reflection on what makes communities great.

Q (Marilyn Wellons of Cambridge): Harvard bought the Allston railroad yards. Cambridge funded a study of Allston. What do you know about this area?

A (Foy): There is a study being discussed by the Executive Office of Transportation and Harvard, but it is not being done yet. That area is a critical part of the commuter rail facilities, even beyond its freight importance.

Harvard's plans are still unfolding. It is still early in their process. The Ring will be a critical part of access to their area.

Q (Richard Garver, Deputy Director, Planning and Zoning Commission, Boston Redevelopment Authority): Under the 2½ cap, segregating funds from the revenue stream. Has there been any thought to adapt that tax increment financing law to encourage transit?

A (Foy): In Worcester, they are trying to develop the railroad station area. It is interesting. In Honolulu, the Mayor was stunned that the Commonwealth of Massachusetts pays for transit, not just the City. There is revenue the community won't get if the transit is not built.

Q (Ann Hershfang): Re bicycles and pedestrians. If it is not on the screen, it is possible that they are ignored. You have to be able to walk to the T station.

A (Foy): I spend more time talking about walking and bicycling in the context of housing than other things.

The interesting thing about walking. This same senior boomer has a lot of influence on the health care agenda. We are driving too much. We must get people out of their cars and get them to walk where they want to get. Every child should be able to walk to a library. That was one of two of local goals of Portland, Oregon.

Q (Jane Forrestal): What about water transportation?

A (Foy): A lot of work is being done in the Plan. We shut down service from the Airport to North Station unfortunately. This is a big issue.

Q (Frank DeMasi): What about freight? Less than 5% of freight in this area is handled by rail. Could we build them [i.e. overhead structures] higher to accommodate double stack freights?

A (Foy): Good question. Transportation Secretary Daniel Grabauskas is a huge enthusiast of clearances.

Q (Camila Chaves Cortes): What about security in transportation?

A (Foy): This has become more important.

Q (Bob Simhoff of MIT): There is a problem of a conflict between state standards and City creativity. An intensive crossing. There is a state-funded improvement plan for the railroad crossing at Mass. Ave. because the state and the City of Cambridge have not been able to get together.

A (Foy): Last night someone called this to my attention. We are going to look into it,.

We are re-writing the highway design manual in Massachusetts to set in place traffic calming projects.