



CITY OF CAMBRIDGE
Community Development Department

BRIAN P. MURPHY
Assistant City Manager for
Community Development

Transit Advisory Committee Meeting

May 8, 2013 from 5:30 PM – 7:30 PM
Cambridge Citywide Senior Center
806 Massachusetts Avenue (across from Cambridge City Hall)

Agenda

- 5:30 PM Welcome by Susanne Rasmussen, Director of Environmental and Transportation Planning, Community Development Department
Ms. Rasmussen will welcome committee participants, establish the overall purpose and role of the advisory committee, and summarize key mobility issues for the City of Cambridge.
Handout: 11/29/2012 Letter by the City Manager commenting on MassDOT’s “Your Vision, Our Future: Transportation Conversation” pp. **2-5**

- 5:40 PM Introductions of advisory committee members
About one third of the committee is composed of residents, selected in part based on geographic diversity in order to provide representation from all parts of the city; a third are representatives of institutions and stakeholder groups; and a third represent large and small businesses interests.
Handout: Current advisory committee membership p. **6**

- 6:00 PM Guest Speaker: Lizzi Weyant, Transportation for Massachusetts (T4MA), “The future of transportation funding in Massachusetts.”
Ms. Weyant will provide a brief explanation of the current status of the transportation bill currently being drafted by the Massachusetts legislature and the potential implications for our existing transit system and for the expansion of transit service. T4MA is a coalition of 30 organizations with expertise in transportation, affordable housing, social justice, public health, the environment, planning and smart growth. T4MA has been influential on bringing the importance of our transportation system to the foreground of public policy discussions, and are recognized for the quality of transportation finance analysis they provide.
Handout: “Comparison of House and Senate Transportation Bills” pp. **7-8**

- 6:45 PM Workshop: Analysis of transit in Cambridge (Strengths, Weaknesses, Opportunities, and Threats), led by Jeff Rosenblum, Transportation Planner and Engineer.
This engaging workshop will lead the committee through a process of assessing our current transit system through the lens of each committee member and their constituency. The outcome of this exercise will help guide the development of a work-plan for the committee for the upcoming year.

7:30 Adjourn

344 Broadway
Cambridge, MA 02139
Voice: 617 349-4600
Fax: 617 349-4669
TTY: 617 349-4621
www.cambridgema.gov

Website: cambridgema.gov/transit



CITY OF CAMBRIDGE • EXECUTIVE DEPARTMENT

Robert W. Healy, City Manager

Richard C. Rossi, Deputy City Manager

November 29, 2012

Richard Davey
Secretary of Transportation
10 Park Plaza
Boston, MA 02116

Dear Secretary Davey:

Thank you for the opportunity to comment on MassDOT's "Your Vision, Our Future: A Transportation Conversation" series of public information sessions.

The legislature enacted and the Governor signed an important set of transportation reforms in 2009, "An Act Modernizing the Transportation Systems of the Commonwealth," along with new revenues from an increase in the sales tax. Reform has realized cost savings, improved public confidence in transportation spending, and addressed some immediate shortfalls through cost cutting and efficiency measures.

But we are now at a crossroad and facing a future where inadequate resources are being provided to transportation. The Commonwealth is neither able to maintain our existing crumbling infrastructure nor provide additional transit capacity to meet goals for future economic growth and Greenhouse Gas Reduction. Regional projections for mobility needs by the year 2035 indicate that there will be a 7% increase in demand for our roadways and a 30% increase in demand for transit service— levels of demand that will require creating increased transit capacity in the future. Additional actions are needed to create a long-term sustainable transportation system.

The past decade of development in Kendall Square has shown that smart growth is attainable, with a significant increase in jobs and housing with minimal traffic impacts. Cambridge's Parking and Transportation Demand Management ordinance contains stringent and enforceable mode-share requirements that have successfully limited the number of single-occupancy-vehicle trips. Business leaders in Cambridge are loudly voicing that transit and streets that encourage walking and biking are at the core of this success, and that additional investment to improve reliability of our existing system and increase the available transit capacity is critical to the future of economic growth in Cambridge and the region. A \$7 billion investment is currently planned for transit-

connected areas in Greater Boston's urban core, \$2 billion of which is planned for NorthPoint. Economic development in our region is being constrained by traffic congestion and inadequate transit access. In general, \$100 million invested in public transit creates and supports roughly 4,000 jobs. Businesses often realize a gain in sales revenue that is three times the public sector investment in transit capital.

Over 73% of the Massachusetts population lives within the MBTA service district, with over 1.3 million trips taken each day. According to the 2010 US Census, 27% of those who live in Cambridge or come to work in Cambridge rely on transit. Many more use transit as a secondary means to get to work and use it regularly for non-commuting purposes. The MBTA Red Line carries 250,000 riders per typical weekday. There are 26 bus routes that are in or pass through Cambridge carrying about 85,000 riders per typical weekday. Of the 10 highest ridership bus routes in the entire MBTA system, four of them are in Cambridge (#66, #1, #77, and #70).

The continued increase in transit ridership is certainly desired, but is putting increased strain on the existing system. Because of the chronic underfunding of the MBTA over the past several decades, there has been a consistent failure to fund the ongoing maintenance necessary just to keep our existing system working reliably and safely. This results in the Agency's inability to operate the existing infrastructure to the maximum extent possible. All of the Red Line and Orange Line trains have exceeded their useful lifespan and are being cobbled together on a daily basis, sometimes not able to provide full capacity of cars available each morning for the peak hour commute. In addition to delays caused by regular vehicle breakdowns, track switching systems in need of upgrade regularly fail, causing more delays. An additional 10% capacity could be added to the Red Line during peak hours if the power system was replaced along the line and additional vehicles were available.

Four of the bus routes operating in Cambridge (#1, #47, #66, and #71), fail the MBTA's "vehicle load standard," meaning there is excessive crowding during peak times. The "vehicle load standard," which is expressed as the ratio of passengers to the number of seats on the bus, is exceeded when more than 28% of passengers on a bus are standing without a seat.

While difficult to think about adding additional transit capacity at this time, it is critical to recognize that this is needed to maintain a healthy economy into the future, and to continue forward with the planning process for changes which take years to bring to fruition. Funding for the Green Line Extension project must be provided to get the project operating as quickly as possible, in the face of increasingly painful delays. Given existing fiscal constraint, the Urban Ring Phase 2 project is not included in the MPO's long-range plan. This highlights the extent of the transportation crisis that we are pushing off to the next generation. It is essential to get the Urban Ring project back on the list of planned

projects, to add transit capacity to serve the corridor between Sullivan, Lechmere, Kendall, and Longwood Medical Area.

Given the current fiscal reality, MassDOT and municipalities must consider low-cost transit improvements that increase capacity in the short term. Extending existing bus routes, such as from Harvard Square to Kendall Square, can relieve congestion on the Red Line at relatively low cost. Prioritization of buses can be achieved by strategically adding queue-jump priority lanes, such as is planned for the approaches to the Anderson Bridge during construction. Providing “enhanced bus service” by strategically reallocating roadway space for buses, or implementing new Bus Rapid Transit lines on existing infrastructure, is a low-cost solution that will yield positive mode-shift results.

Public transit benefits riders and non-riders alike both by increasing regional economic potential and reducing the number of cars on our congested roadways. Drastic service cuts and fare increases, like those proposed earlier this year, would disproportionately harm our most vulnerable citizens who depend on public transit as their major or sole means of transportation: the young, the old, people with disabilities, and families of modest means.

The transportation financing problem is equally problematic on the highway side. MassDOT’s Highway Division borrows \$145 million a year to cover operating costs, a clearly unsustainable practice. It also has an unfunded backlog of about \$4 billion for state of good repair for our roads and bridges throughout the Commonwealth. In addition, the issue of an underfunded Chapter 90 program must be addressed, along with the need to better support regional transit authorities across the Commonwealth.

Bicycling in Cambridge has been on the rise, tripling in the last ten years. And the launch of Hubway in the Boston area has already had a profound impact on the way people view bicycling as a natural companion to transit and the most cost effective way to increase mobility in our cities and reduce reliance on automobiles. This highlights the poor condition of our region’s bicycle pathway network, such as the Paul Dudley White path along both sides of the Charles River, including the Memorial Drive Phase II project that is fully designed but has been left unfunded for years. Additional investment is needed to expand this network, filling in missing links and adding new capacity through projects such as the proposed Somerville Community Path extension to NorthPoint, Grand Junction path, and the Inlet Pedestrian Bridge at the Museum of Science.

There are very strong public policies in place to support smart investment in transportation. MassDOT announced a new goal of tripling the number of trips taken by walking, bicycling, and transit over the next 18 years. The 2012 Boston Regional Transportation Plan includes the goal of increasing the public transportation mode share and reducing reliance on automobiles. Cambridge’s policies amplify these policies: Cambridge’s Vehicle Trip Reduction Ordinance, adopted by the City Council in 1992,

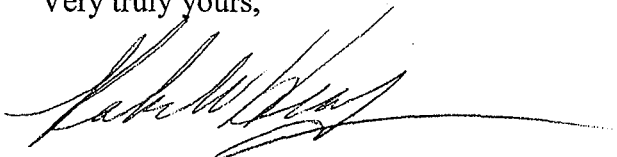
and the City of Cambridge Growth Policy supports regional improvements that would allow more people to use transit instead of driving.

MassDOT and municipalities should also focus on low cost opportunities to increase the desirability, capacity, and safety of walking and biking by, for example, reprioritizing roadway space, retiming signals to prioritize pedestrians and adding bicycle facilities to roadways during routine repaving projects. As part of the Boston University and Anderson Bridge reconstruction projects, MassDOT is introducing bicycle lanes at no additional incremental cost and minimal impact on drivers.

In 2013, the conversation about how to adequately fund a long-term sustainable transportation system in the Commonwealth will begin in earnest. The City of Cambridge appreciates MassDOT's effort to honestly present to the public the extent of the current problem and supports the Agency's recommendation for funding that supports a world-class transportation system worthy of the 21st century. It is absolutely essential that new revenue sources be identified and a comprehensive plan developed.

Please contact Jeff Rosenblum in our Community Development Department with any questions you might have at (617) 349-4615. Thank you for your consideration of these comments.

Very truly yours,

A handwritten signature in black ink, appearing to read "Robert W. Healy", with a long horizontal flourish extending to the right.

Robert W. Healy
City Manager



CITY OF CAMBRIDGE
Community Development Department

BRIAN P. MURPHY
Assistant City Manager for
Community Development

Transit Advisory Committee membership list 5/7/2013

Name	Occupation/ position	Representation on the committee
unfilled		Cambridge Housing Authority
Zachary Spitz	CRLS Student	Cambridge Youth Involvement Subcom.
John Attanucci	Research associate	MIT, Dept of Transportation Logistics
Joseph Beggan	Campus Planner	Harvard University
Kelley Brown	Campus Planner	MIT / KSA
Miriam Cooper	Consultant	Commission for Persons w/ Disabilities
Brian Dacey	Managing Director	Cambridge Innovation Center
John DiGiovanni	Trinity Property Management	Harvard Square Business Association
Jackie Douglas	Transportation advocate	LivableStreets Alliance
Jim Gascoigne	Executive Director	Charles River TMA / KSA
Jeffrey Lockwood	Communications	Novartis / KSA
Doug Manz	Director of Development	HYM Investment Group
George Metzger	HMFH Architects, Inc.	Central Square Business Association
Susan Pacheco	Executive Director	Cambridge Council on Aging
Katherine Rafferty	Director of Community Affairs	Mt. Auburn Hospital
Simon Shapiro	Owner, TAGS Hardware	Cambridge Local First
Terrence F. Smith	Director of Gov't Affairs	Cambridge Chamber of Commerce
Rev. Leslie K. Sterling	Pastor	St. Bartholomew's Episcopal Church
Charles Fineman	Translator	Resident, East Cambridge
Robert Fitzgerald	CBRE New England, Realestate	Resident, Mid-Cambridge
Randa Ghattas	Architect, Payette Associates	Resident, Area-4
Eric Hoke	ACT Blue, consultant	Resident, Neighborhood 9
Saul Tannenbaum	Retired	Resident, Cambridgeport
Ritesh Warade	BI Group, Transportation	Resident, Cambridge Highlands

344 Broadway
Cambridge, MA 02139
Voice: 617 349-4600
Fax: 617 349-4669
TTY: 617 349-4621
www.cambridgema.gov

Website: cambridgema.gov/transit



Comparison of House and Senate Transportation Bills (H3415 and S1770)

Updated May 2, 2013

The House and Senate have each passed bills to address transportation funding. Both pieces of legislation are bills that raise new revenues and neither details how money will be spent or appropriated. The two bills are now being reconciled by a six-member conference committee, responsible for resolving the differences in the legislation.

What Both Bills Do

The two bills are very similar. Both seek to raise new money through the same taxes, and both seek to dedicate roughly the same portion of that new revenue to transportation. Both bills also seek to shift the revenue raised through the motor vehicle sales tax from the General Fund and dedicate it entirely to transportation. Both also raise the gas tax by 3 cents and index the gas tax to inflation and create “own source” revenue targets for MassDOT and the MBTA to reach through increasing tolls, RMV fees, and fares and finding new savings and efficiencies.

Increase tax revenues for the General Fund	<ul style="list-style-type: none"> ➤ Increase taxes on cigarettes, cigars and tobacco products (\$165 million/year) ➤ Eliminate the utility tax classification (\$48 million/year) ➤ Create a tax on computer software and software services (\$161 million/year) ➤ Change the source of sales for multistate corporations (\$35 million/year) 																			
Dedicate funds to transportation	<ul style="list-style-type: none"> ➤ Raise the gas tax by 3-cents per gallon and index it to inflation ➤ All revenues from the motor vehicle sales tax will be shifted from the General Fund to the Commonwealth Transportation Fund (\$415 million/year) ➤ Eliminates the existing transfer of 38.5% of one penny of the regular and meals sales tax to the Commonwealth Transportation Fund (-\$278 million in FY14) 																			
Create “own source” targets for MassDOT and the MBTA	Require MassDOT and the MBTA to raise the following percentages of their budgets from tolls, RMV fees, fares, other sources, and savings/efficiencies:																			
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">MassDOT targets</td> <td style="text-align: center;">MBTA targets</td> <td style="text-align: center;">Total new revenue required</td> </tr> <tr> <td style="text-align: center;">FY14: 47%</td> <td style="text-align: center;">FY14: 31.5%</td> <td style="text-align: center;">FY14: \$0</td> </tr> <tr> <td style="text-align: center;">FY15: 48%</td> <td style="text-align: center;">FY15: 33%</td> <td style="text-align: center;">FY15: \$91</td> </tr> <tr> <td style="text-align: center;">FY16: 50%</td> <td style="text-align: center;">FY16: 33.25%</td> <td style="text-align: center;">FY16: \$209</td> </tr> <tr> <td style="text-align: center;">FY17: 51%</td> <td style="text-align: center;">FY17: 32.75%</td> <td style="text-align: center;">FY17: \$186</td> </tr> <tr> <td style="text-align: center;">FY18: 51%</td> <td style="text-align: center;">FY18: 34%</td> <td style="text-align: center;">FY18: \$229</td> </tr> </table>	MassDOT targets	MBTA targets	Total new revenue required	FY14: 47%	FY14: 31.5%	FY14: \$0	FY15: 48%	FY15: 33%	FY15: \$91	FY16: 50%	FY16: 33.25%	FY16: \$209	FY17: 51%	FY17: 32.75%	FY17: \$186	FY18: 51%	FY18: 34%	FY18: \$229	
MassDOT targets	MBTA targets	Total new revenue required																		
FY14: 47%	FY14: 31.5%	FY14: \$0																		
FY15: 48%	FY15: 33%	FY15: \$91																		
FY16: 50%	FY16: 33.25%	FY16: \$209																		
FY17: 51%	FY17: 32.75%	FY17: \$186																		
FY18: 51%	FY18: 34%	FY18: \$229																		
Other policies	<ul style="list-style-type: none"> ➤ Requires the creation of a long-term capital plan based on project-selection criteria 																			

Difference between the bills

The major difference between the bills is that the Senate bill would raise more funds to meet our transportation needs. Over five years, the House bill would dedicate an average of \$500M/year to transportation (including own-source revenues) and the Senate bill would dedicate an average of \$600M/year to transportation (also including own-source revenues).

Additional Revenue in Senate Bill	<ul style="list-style-type: none"> ➤ Transfers 2.5-cents of underground storage tank fees to the Commonwealth Transportation Fund and indexes the fees to inflation (starting at \$79 million in FY15) ➤ Requires utilities with infrastructure on rights-of-way to pay fair market value for their use (an unsubstantiated estimate of \$40 million/year starting in FY16)
--	---

Amount of Funding Raised by House and Senate Bills, in \$ Millions

	FY14	FY15	FY16	FY17	FY18
HOUSE	256	425	583	614	681
SENATE	269	504	704	736	805

Remaining Concerns

There is unfortunately not sufficient funding available in either bill to simultaneously advance strategic investments and meet the many pressing needs. We have well-documented state-of-good-repair maintenance backlog and capacity enhancement priorities that may not be addressed. Worthy projects across the Commonwealth will be competing for limited resources into the future. Our analysis shows that needed investments will not be adequately funded, particularly in FY14 and FY17, FY18 and beyond. Funding shortfalls in these years could prevent important projects – such as procurement of new Red and Orange Line cars – from moving forward even in the earlier years, if MassDOT and the MBTA are unable to pay for the entire investment over time.

We also remain concerned some of the revenue sources are not solid enough and could fall short of the projection of \$600 per year on average for the Senate bill. The “own source” targets in the latter years may be too high, and could trigger significant MBTA service cuts and high spikes in tolls, fees and fares.