Memorandum for the Record
Transportation Planning and Programming Committee of the
Boston Region Metropolitan Planning Organization (MPO)

June 4, 2009 Meeting
11:00 AM –12:30 PM, State Transportation Building, Conference Room 4, 10 Park Plaza, Boston
David Mohler, Chair, representing James Aloisi, Executive Office of Transportation & Public Works (EOT)

Decisions

The Transportation Planning and Programming Committee voted to take the following action:

- approve the minutes of the meeting of May 7

Meeting Agenda

1. Public Comments

Wig Zamore, resident of the City of Somerville, discussed the Assembly Square redevelopment project and requested that as the MPO considers supporting the transportation aspects of the project it consider the quality of transit and bicycle and pedestrian access to the development. He advocated for a southern entrance at the planned Orange Line station at Assembly Square (in addition to the planned northern entrance) so that transit riders would have easier access to the IKEA store that will be built at the southern portion of the site. He asked members to consider the cost effectiveness of adding a southern MBTA station entrance when making decisions about allocating public funds for this project. He also noted that a southern entrance would benefit future Transit Oriented Development at that location.

He provided information on energy consumption by source and sector that showed that 70% of the nation's petroleum use comes from the transportation sector. He noted that IKEA customers tend to drive long distances to shop at the stores and that, as the company has a large potential customer base in the Somerville area, providing convenient transit access could reduce the vehicle emissions that would be generated from people traveling to the store and help preserve the region's highway capacity. (See attached handouts showing population figures for areas around IKEA stores, GHG emissions generated from trips to those stores, and energy consumption data from the U.S. Department of Energy.)

Members discussed the issues raised by W. Zamore.

Jim Gallagher, Metropolitan Area Planning Council, asked about the added cost of adding a southern MBTA station entrance. W. Zamore estimated that the second entrance would probably add 10% to the cost of the Assembly Square Orange Line Station project.

Paul Regan, MBTA Advisory Board, suggested that IKEA be approached to determine if the company could change their store entrance design to better accommodate customers

who would be coming from the northern entrance of the MBTA station. Adding an additional MBTA station entrance might double the cost of the station.

Malek Al-Khatib, Advisory Council recommended that a survey be done to determine the reduction in traffic that could be expected if a second MBTA entrance were added.

Jim Gillooly, City of Boston, asked about the split between people who would be able to use transit to shop at IKEA and those who would need a vehicle to transport their purchases. W. Zamore replied that about 40% of IKEA customers take buses to the IKEA in Elizabeth, New Jersey. (IKEA offers free shuttle bus service from New York City.) For its Somerville store, IKEA plans to provide free shuttle buses at peak hours from Sullivan Square until the new Orange Line station is built, he said.

2. Chair's Report – *David Mohler, EOT*
The chair did not have a report, but he took questions from members.

J. Gallagher asked if the MPO could produce a draft Transportation Improvement Program (TIP) if the MPO has not amended its Regional Transportation Plan (RTP). He also inquired as to when EOT would provide the MPO with financials for the RTP. D. Mohler replied that the draft TIP could not be released until the air quality conformity analysis is done for the RTP. State level discussions must happen before the financials can be released to the MPO, he said.

Mary Pratt, Town of Hopkinton, asked for an update on the recent meeting of the Massachusetts Association of Regional Planning Agencies (MARPA). D. Mohler reported that, at the meeting, EOT distributed the MPO targets, and project lists for several funding programs (the Accelerated Bridge, National Highway System, and Interstate Maintenance programs). Staff was asked to circulate these materials to members.

3. Subcommittee Chairs' Reports – *Paul Regan, MBTA Advisory Board, and Jim Gallagher, MAPC*
The Administration and Finance Subcommittee has tentatively scheduled a meeting for June 18 to review and discuss the CTPS SFY 2010 budget.

The Suburban Mobility/Transportation Demand Management (TDM) Subcommittee will meet this afternoon to discuss proposals it has received.

4. **Regional Transportation Advisory Council –** *Malek Al-Khatib, Regional Transportation Advisory Council*
There was no report.

5. Director's Report – *Arnie Soolman, Director, Central Transportation Planning Staff (CTPS)*

The CTPS budget is under development. CTPS expects that the draft will be available for review on June 18 and hopes that the final budget can be approved at the meeting of June 25.

6. Meeting Minutes -- *Pam Wolfe, Manager of Certification Activities, CTPS*

A motion to approve the minutes of the meeting of May 7 was made by P. Regan, and seconded by M. Pratt. The motion passed unanimously.

7. Update on Development of FFY 2010 Unified Planning Work Program (UPWP) – *Stephen Woelfel, MassHighway, Chair of UPWP Subcommittee, and Mary Ellen Sullivan, UPWP Manager, CTPS*

S. Woelfel reported that the MPO did not solicit additional new projects for the FFY 2010 UPWP because the MPO has a backlog of project ideas and because of the current financial situation. The UPWP Subcommittee will be prioritizing projects next week. The MPO will vote on the Subcommittee's recommendations on June 25. The UPWP budget will be available on June 18, after the CTPS budget is prepared.

D. Mohler asked if the funding level for the UPWP is decreasing or remaining level. A. Soolman replied that the change in funding level varies by task; the effort on the Household Travel Survey and model development tasks are increasing, for example.

M.E. Sullivan distributed a list of the proposed UPWP studies. (See attached for study descriptions.) Study ideas that are advancing at this point include:

- *Moody Street, Waltham Traffic Safety Improvements*
- *Revere Beach Parkway (Route 16) Safety and Operations Improvements, Everett to Chelsea*
- *Route 37, Braintree Five Corners to Holbrook Town Line: Mobility and Traffic Operations Analysis*
- *Route 20 and Soldiers Field Road Intersection Area*
- *North Shore Subregional Study*
- *I-93 Access and HOV Improvements, Savin Hill, South Bay Area*
- *Route 1 Access/Interchange Improvements in Saugus*
- *Conceptual Designs/FDRs for Intersections Pilot Study*
- *Guidance for the Installation of Accessible Pedestrian Signals*
- *Technical Transportation Planning Assistance Pilot Program*
- *Travel Demand Management Services Evaluation*
- *Strategies to Reduce Automobile Trips to Transit*
- *Evacuation and Hazard Mitigation Mapping*
- *Evaluating Potential Efficiencies in MBTA Core Services*
- *Allston/Brighton Bus Improvements Study*
- *MBTA Bus Route 1, Transit Signal Priority, Cambridge/Boston*
- *Transit and Traffic Integration in Selected Corridors*
- *Rail Transit Ridership in Metropolitan Boston*

- *Post-Fare Increase Impacts Analysis*
- *Comprehensive AFC Non-Interaction Study*

Additional studies that are being added to the universe are:

- *Developing a Regional HOV System*
- *Phase 2 of the Massachusetts Freight and Rail Study*
- *Truck Diversion to Rail, Part 1*
- *Truck Diversion to Rail, Part 2*

S. Woelfel then provided an overview of the UPWP Subcommittee's view of the status of certain other proposed UPWP projects:

- *Belmont Center Transportation Study*: This study is still in the mix, however, it does not have strong support from the Subcommittee. Subcommittee members are interested in first seeing what happens with an earmark associated with a project for consolidation of stations on the Fitchburg commuter rail line.
- *Jamaicaway and Riverway in Boston and Brookline; Transportation Alternatives to Driving*: This project was a recommendation from the Inner Core Subregion. Subcommittee members had concerns about doing this study since the MPO could not implement recommendations from it. There are also right of way constraints in the corridor.
- *Route 1 Safety and Operations Improvements: Norwood and Walpole*: This project was dropped from the UPWP universe of projects. EOT is doing a Route 1 study and the Subcommittee believes it makes sense to wait until the larger study is done.
- *Route 99 Everett and Malden*: *Safety and Operations Improvements*: This study was dropped from the UPWP universe of projects. There were concerns about the possible low level of community interest.
- *Route 1A Corridor Planning Study*: This project remains in the mix, but there were concerns about whether the study should be postponed until the Wonderland development study is done. Also, development in the area has precluded recommendations from a previous study.
- *CMAQ Committee Support*: Staff proposed expanding the Suburban Mobility/TDM program into a broader CMAQ program that would cover all CMAQ eligible projects. The Subcommittee believes that such a change in MPO policy needs to be discussed more at the level of the full Transportation Planning and Programming Committee.
- *Roundabout Use Guidance*: MassHighway will be looking into this project.
- *Transportation Needs Assessment of the Department of Transitional Assistance Employment Services Program Population in Selected Neighborhoods*: This project remains in the mix. Staff will be checking to ensure that this task is not already being done by EOT.

Joe Cosgrove, MBTA, provided a brief overview of an MBTA proposed project, the *Allston/Brighton Bus Improvement Study*. The MBTA is working with the City of Boston on planning efforts in the Allston/Brighton area. He also discussed the *Post-Fare Increase Impacts Analysis* study.

Several members discussed the impacts of MBTA parking lot fee increases on municipalities. Jim Gillooly, City of Boston, David Koses, City of Newton, and Marc Draisen, MAPC, all raised concerns about problems cities face when commuters choose to park on city streets to avoid paying higher parking fees. Cities must implement resident parking programs, install signs, and take other enforcement actions that can be costly and disadvantageous for neighborhood residents and visitors.

J. Gillooly, recommended that the MBTA put some focus on studying the implications to municipalities from price hikes at MBTA parking lots. He also commented about dynamic pricing models that could be used to maximize lot usage and revenues. D. Koses suggested that there might be a UPWP study that looks at the implications of overflow parking on residential streets.

Richard Reed, Town of Bedford, asked about a proposed study for the Route 4/Route 225 area in Lexington. Staff has followed-up with the Town of Lexington; Lexington has taken a different approach to this issue.

M. Draisen then distributed a list of UPWP study ideas proposed by MAPC. (See attached memorandum.) He highlighted the tasks included in the memorandum, which included:

- developing an interactive map of TIP projects (see Section 3 of the memorandum)
- ongoing and new corridor planning studies in the region (Section 4)
- alternative-mode planning, including implementing projects from the Regional Bicycle Plan and Regional Pedestrian Plan (Section 5)
- support to subregions (Section 6) (more funds may need to be allocated to this work since it has been level-fund for some time)
- land use development project reviews, involving earlier engagement by MAPC in the MEPA reviews process, more detailed focus on fewer MEPA reviews, concentrating on corridors where multiple developments are anticipated, and encouraging state agencies to consider mitigation to address corridor concerns (Section 7)
- MetroFuture implementation, including implementing the elements of Chapter 12 that require transportation planning and analysis work, and ensuring that there is a robust MetroFuture-related transportation planning element in the work MAPC does with communities
- projects on which MAPC and CTPS would coordinate (pages 12-13)

Regarding the latter point, he also noted that MAPC and CTPS are working together to ensure that coordination between both staffs becomes more robust.

He requested members' comments on the ideas proposed by MAPC.

Regarding the interactive TIP map, Karl Quackenbush, Deputy Director of CTPS, noted that the MPO already has an interactive TIP map now. MAPC and CTPS will discuss this project more to ensure that the proposal doesn't include duplicated work.

M. Pratt suggested coordinating the presentation to the MPO of proposed projects from MAPC alternative-mode planning (bicycle and pedestrian projects) with TIP projects. She also recommended that MAPC work with communities to get funding for some alternative-mode projects.

8. Other Business

S. Woelfel reported that the MPO is now soliciting projects for the Federal Transit Administration's Job Access and Reverse Commute (JARC) and New Freedom Programs. This year there is $940,000 in JARC and $997,000 New Freedom funding available for projects in the Boston Urbanized Area. A request for proposals was issued on May 27th. The MPO will hold a workshop for applicants on June 8th. Proposals are due June 26th.

M. Draisen inquired as to when EOT would be issuing a report on municipal projects that are candidates for stimulus funding, how municipalities are being informed of their project status, and whether MassHighway has completed its analysis of project readiness. D. Mohler replied that the list would be released to the MPO during the development of the FFY 2010 TIP. He stated that the staff of the Lieutenant Governor's office is coordinating the effort to respond to municipalities. He also stated that MassHighway has completed a review of project eligibility, but that the readiness analysis is still ongoing. The list of potential projects will be released to the Regional Planning Agencies by the end of the week. Second round highway projects eligible for stimulus funding would have to be advertised by the end of February 2010. Transit projects must be under grant agreement in December 2009.

9. Members Items

There were none.

10. Adjourn

A motion to adjourn was made by S. Woelfel, and seconded by Ginger Esty, Town of Framingham. The motion passed unanimously.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, June 4, 2009, 10:00 AM

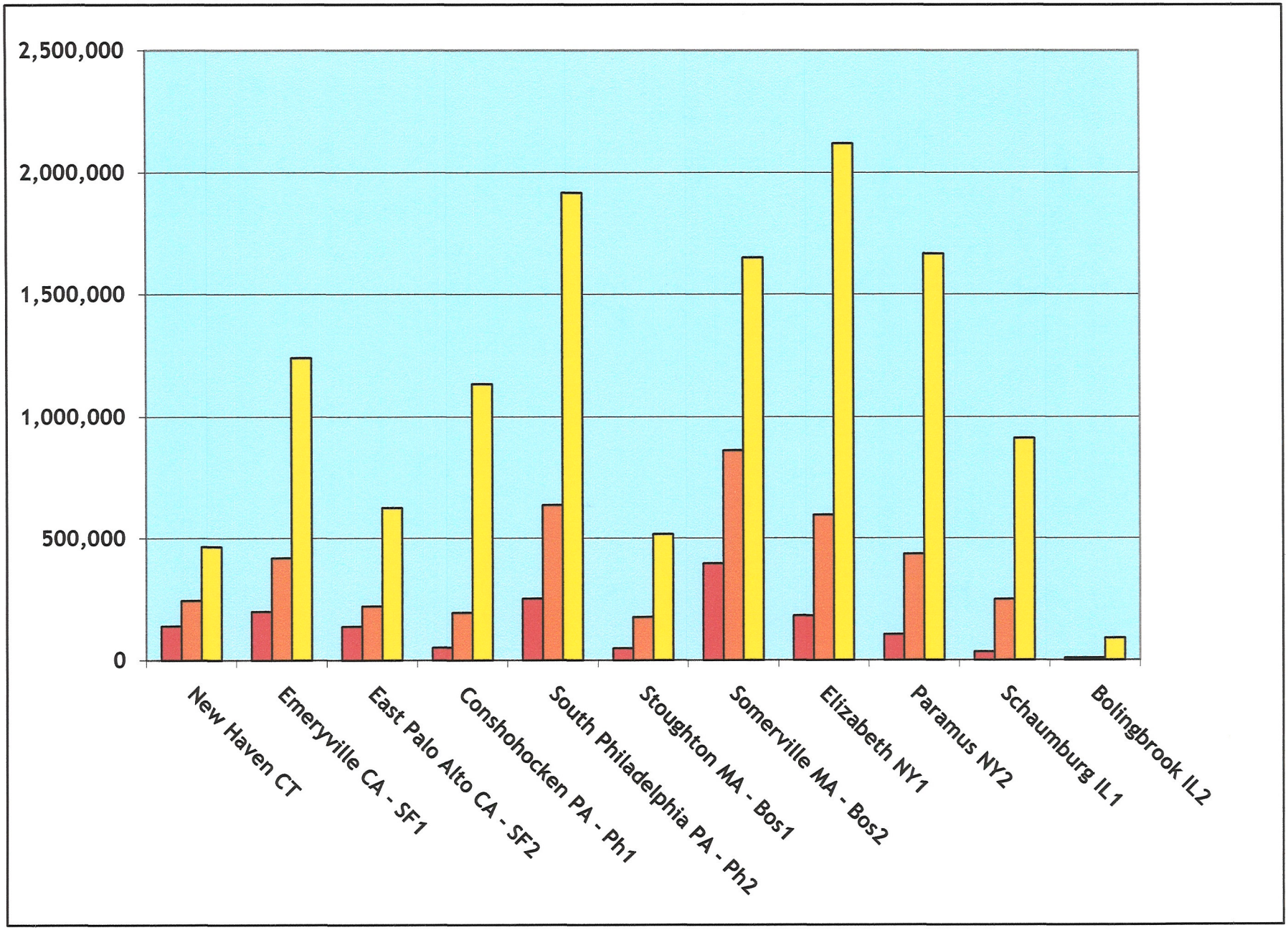
Member Agencies	Representatives and Alternates
EOT	David Mohler
City of Boston	Jim Gillooly
	Thomas Kadzis
City of Newton	David Koses
City of Somerville	Thomas Bent
MAPC	Marc Draisen
	Eric Bourassa
	Jim Gallagher
MassHighway	Stephen Woelfel
MBTA	Joe Cosgrove
MBTA Advisory Board	Paul Regan
Regional Transportation Advisory Council	Malek Al-Khatib
	Steve Olanoff
Town of Bedford	Richard Reed
Town of Hopkinton	Mary Pratt
Town of Framingham	Ginger Esty

MPO Staff/CTPS
Michael Callahan
Maureen Kelly
Anne McGahan
Hayes Morrison
Sean Pfalzer
Karl Quackenbush
Arnie Soolman
Mary Ellen Sullivan
Pam Wolfe

Other Attendees	
Wig Zamore	Somerville resident

IKEA Population Radii

Population within 3, 5 and 10 miles of IKEA Loca	3 Miles	Rank	5 Miles	Rank	10 Miles	Rank
New Haven CT	139,919	5	244,861	7	465,177	9
Emeryville CA - SF1	199,776	3	418,863	5	1,238,798	5
East Palo Alto CA - SF2	138,466	6	221,544	8	625,625	8
Conshohocken PA - Ph1	52,041	8	195,413	9	1,133,754	6
South Philadelphia PA - Ph2	251,987	2	637,093	2	1,915,665	2
Stoughton MA - Bos1	48,892	9	177,499	10	516,876	10
Somerville MA - Bos2	**396,972**	**1**	**861,346**	**1**	**1,649,283**	**4**
Elizabeth NY1	183,071	4	596,686	3	2,119,772	1
Paramus NY2	105,572	7	435,031	4	1,665,528	3
Schaumburg IL1	34,141	10	249,812	6	912,756	7
Bolingbrook IL2	8,580	11	8,580	11	90,710	11
Somerville to Stoughton POP Ratios	**8.1**		**4.9**		**3.2**	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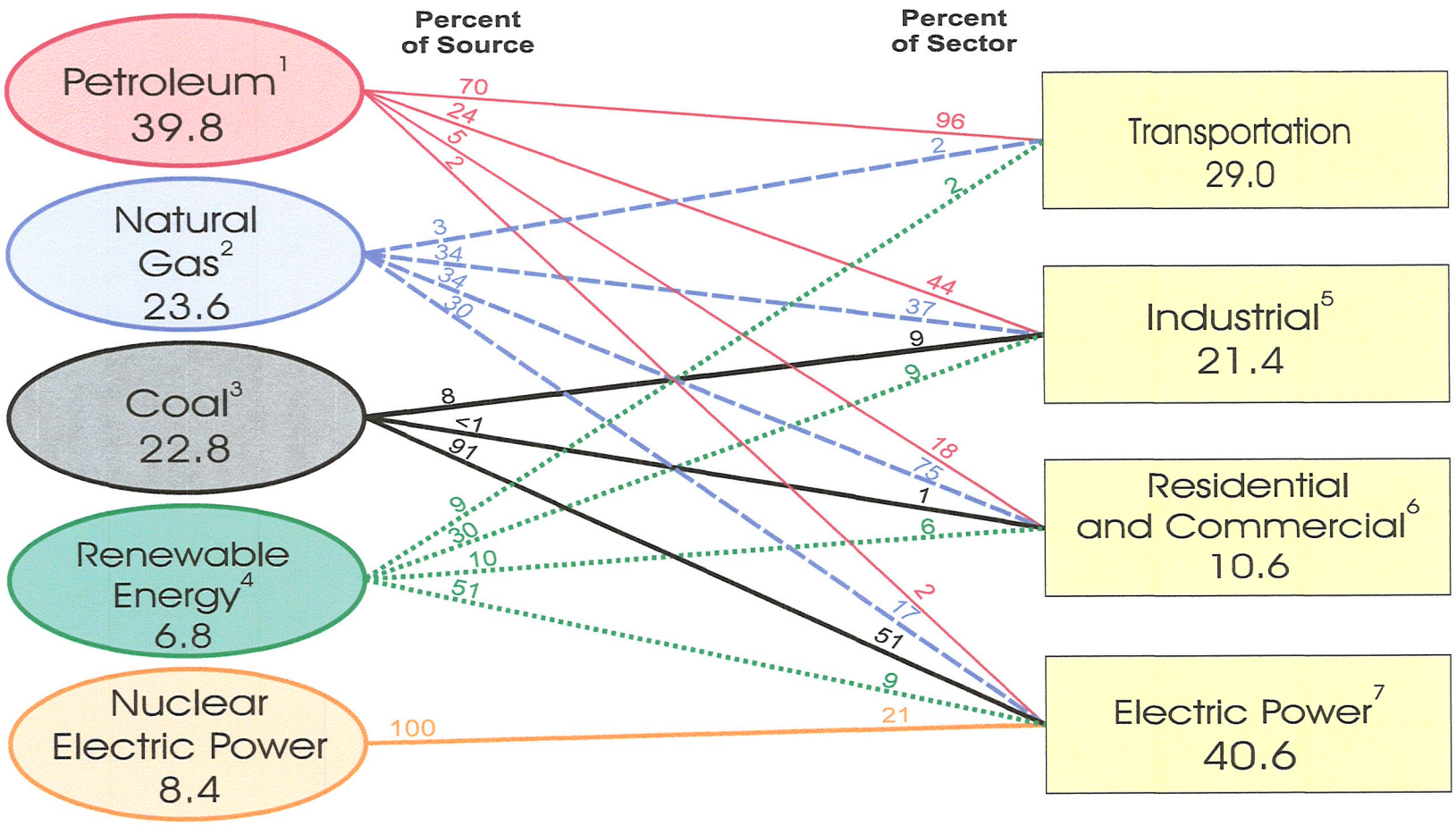
New Haven CT
Emeryville CA - SF1
East Palo Alto CA - SF2
Conshohocken PA - Ph1
South Philadelphia PA - Ph2
Stoughton MA - Bos1
Somerville MA - Bos2
Elizabeth NY1
Paramus NY2
Schaumburg IL1
Bolingbrook IL2

U.S. Primary Energy Consumption by Source and Sector, 2007

(Quadrillion Btu)



[1]Does not include 0.6 quadrillion Btu of fuel ethanol, which is included in "Renewable Energy."
[2]Excludes supplemental gaseous fuels.
[3]Includes less than 0.1 quadrillion Btu of coal coke net imports.
[4]Conventional hydroelectric power, geothermal, solar/PV, wind, and biomass.
[5]Includes industrial combined-heat-and-power (CHP) and industrial electricity-only plants.
[6]Includes commercial combined-heat-and-power (CHP) and commercial electricity-only plants.
[7]Electricity-only and combined-heat-and-power (CHP) plants whose primary business is to sell electricity, or electricity and heat, to the public.

Note: Sum of components may not equal 100 percent due to independent rounding.
Sources: Energy Information Administration, *Annual Energy Review 2007*, Tables 1.3, 2.1b-2.1f and 10.3.

ARTERIAL ROADWAYS

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod, & Effic.	Mobility	Environ-ment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments
Moody Street, Waltham Traffic Safety Improvements,	$55,000	$55,000	The one mile section of Moody Street (from the Newton /Waltham City Line to Main Street) has an intersection cluster, Moody Street at Pine/Crescent streets, in the 2004–2006 statewide top 200 intersection crash list (MHD rank 111; MPO rank 43, EPDO 135). The land use on Moody Street is mixed, consisting of residential and commercial/retail businesses. This section, which has pedestrian and bicycle use, also has traffic operations problems. This proposed study would provide detailed evaluation of the crash experience in this corridor (crash types, patterns, causes) and propose potential solutions to address the safety problems. In addition, this study would identify the operations problems in the same corridor and recommend improvements. MPO staff would work together Waltham officials on identifying safety issues and potential solutions. This project qualifies for HSIP and efforts to improve safety at high crash locations. CTPS will conduct this study. To accomplish project objectives, the following tasks would have to be performed: define safety and operations issues, collect and analyze data, recommend potential improvements, and document findi	High Priority - Similar issues as Belmont Center but has much more critical need. The City will have to be requested about interest in this study.	X	X		X	X		Emphasis of study is on operational and safety problems and solutions. Project may also improve mobility in an area that is also used by pedestrians and cyclists. The project also appears, judging by Figure 14-2 in the LRP, to intersect EJ zones.
Revere Beach Parkway (Route 16) Safety and Operations Improvements, Everett to Chelsea	$135,000	$105,000	The 2.5-mile section of Revere Beach Parkway (Route 16) in Everett and Chelsea, from just east of Route 99 to the Chelsea Revere town line, has four intersections in the 2004-2006 statewide top 200 intersection crash list with safety concerns in the following ascending priority order along Revere Beach Parkway at: Second Street (Everett); Vine Street (Everett); Washington Avenue (Chelsea); and Garfield/Webster Avenue (Chelsea). MHD ranks range from 43 to 181 and MPO rank ranges from 20 to 73. This section is also congested and has traffic operations problems. This proposed study would provide detailed evaluation of the crash experience in this corridor (crash types, patterns, causes) and propose potential solutions to address the safety problems. In addition, this study would identify the operations problems in the same corridor and recommend improvements. An advisory task force would be put together to participate in the study by offering advice and input on data and potential solutions. This project qualifies for HSIP and efforts to improve safety at high crash locations. CTPS will conduct this study. To accomplish project objectives, the fol	High Priority (Buses and heavy trucks are prohibited. This facility is a DCR Parkway.)	X	X		X	X		Emphasis of study is on operational and safety problems and solutions. Judging by Figure 14-2 in the RTP, it may intersect multiple EJ zones.
Belmont Center Transportation Study	$80,000	$80,000	The area is an activities center where the town hall, the library, MBTA commuter rail station and many commercial developments are located. Traffic in the area is congested during the morning and afternoon peak hours, especially at the intersections of Concord Avenue at Common Street and at Leonard Street.There also appears a need of more parking spaces in the area. The study will review the existing conditions of all transportation modes and identify potential improvements for traffic operations, pedestrian and bicycle movements, transit access, and parking managements. The improvements will be beneficial to the town and the region. CTPS would be responsible for carrying out the project.	Medium Priority - Currently a well managed facility. The town of Belmont will need to be asked, eventually.	X	X	X			X	The study emphasis is on the mobility of multiple modes and improvements to traffic operations, which could improve efficiency. The project also will identify improvements to alternative modes (to SOV) and transit access, which advances the LTP vision of advancing sustainabile and health-promoting transportation options.

ARTERIAL ROADWAYS (Cont.)

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod. & Effic.	Mobility	Environment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments
Jamaicaway and Riverway in Boston and Brookline: Transportation Alternatives to Driving	$120,000		The study would explore alternative transportation options to serve the users of these and selected parallel roadways. Mild to Severe delays on these roadways may make this a worthwhile exploratory study to perform. Jamaicaway and Riverway carry traffic from very diverse origins, as far south as Marshfield. Most of this traffic is destined for the medical area but other destinations are very likely, such as Kenmore Square, downtown Boston, Brookline, and Cambridge. Also, a large portion of the Jamaicaway traffic splits off and cuts through High Street and Chestnut Streets in Brookline for destinations in Brookline and points north and west. The study would likely explore origin/destination traffic patterns at locations along key roadways along the corridor to find out the charcteristics of the traffic demnd and determine whether it can be served in alternative ways. For the identification of the origin pattern, up to 15 survey points would have to be selected for license plate surveying along the corridor from Franklin Park to Brookline Avenue and Sears Circle in Boston. For the destination pattern, regional model runs would have to be made.	This project was the topic of Inner Core Comm. RTAC and Town of Brookline comment letters from FFY 2008 and 2009 UPWP Public Reviews The project was screened out in previous years because it is a DCR-controlled roadway. However the TPPC voiced a concern that the MPO not be dismissive of serious issues in its region based on who controlled the roadway.		X	X		X		**Comments** The emphasis of this study is alternative modes to SOV, which has mobility and environmental benefits. There are also TAZs intersecting or close to this project that are EJ zones.
Route 37, Braintree Five Corners to Holbrook Town Line: Mobility and Traffic Operations Analysis	$80,000	$55,000	The study would include traffic operations and management at intersections and Route 37 roadway segments, including pedestrian and bicycle accommodation. The study will review the existing conditions and identify potential improvements for traffic operations, pedestrian and bicycle movements, and other needs in the corridor. The improvements will be beneficial to the town and the south shore area. CTPS would be responsible for this study.	Medium priority – It could be expanded to include locations previously identified by the South Shore Coalition, which could be addressed in the Congestion Management Program; MassHighway District 4 Planning is also interested.	X	X					Study is consistent with vision of the Mobility and System Preservation, Modernization, and Efficiency topics.
Route 20 and Soldiers Field Road Intersection Area	$75,000	$55,000	Several roadways converge in this interchange area. These roadways carry traffic from Boston, Newton, Watertown, and other communities in the region. Traffic is congested during the morning and afternoon peak hours. Lane assignment signs to help navigating arong this area may be inadequate. Traffic signal timings may not be optimal. A traffic simulation model could be developed for the area to examine the existing conditions and evaluate potential improvement alternatives. In addition, the study will examine pedestrian and bicycle circulation and safety in the area. CTPS would be responsible for carrying out the project. The task will include collecting existing traffic, transit, parking, pedestrian/bicycle, land use activities, and other data; performing data analyses; developing a traffic simulation model; evaluating improvement alternatives; and documenting findings in a report.	Low Priority; Relationship to Nanantum Road DCR study may indicate higher priority.	X	X		X	X		Recommendations for improving mobility and safety are the emphasis of this project. The intersection also appears to be in the vicinity of TAZs that have been identified as EJ zones, but it's difficult to tell using Figure 14-2 of the LTP.
North Shore Subregional Study	$150,000		Route 35, Route 97 from Haverhill to the Cummings Center in Beverly; and congested areas on Route 133, Route 1, and Route 97, especially downtown Georgetown. Also suggests a future corridor study from Routes 114/1A and 127 from Swampscott to Rockport of ways to improve bicycle facilities and bicycle connections to rail and an exploration of the feasibility of providing a new park-and-ride lot on Route 1 North for commuting to Beverly and Salem, based on a recent CTPS inventory in this area.	These suggestions were received via a comment letter from the North Shore Task Force during the public review period for the FFY 2009 UPWP. It is proposed that staff explore these ideas for a possible subregional study. It was recommended that Karl Q. call Northern Middlesex for coordination opportunities.		X	X				Recommendations to improve bicycle access to transit and studying the feasibility of park and ride lots is consistent with the Environment and Mobility topics of the RTP.

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod, & Effic.	Mobility	Environment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments
Route 1 Safety and Operations Improvements, Norwood and Walpole	$80,000	$55,000	The 3.5-mile section of Boston Providence Highway (Route 1), from Dean Street in Norwood to High Plain Street (Route 27) in Walpole has three intersections in the 2004-2006 statewide top 200 intersection crash list. They are: Dean Street, Conney Street, and Route 27 with EPDOs 143, 119, and 140, respectively. This section is also congested and has traffic operations problems. This proposed study would provide detailed evaluation of the crash experience in this corridor (crash types, patterns, causes) and propose potential solutions to address the safety problems. In addition, this study would identify the operations problems in the same corridor and recommend improvements. An advisory task force would be put together to participate in the study by offering advice and input on data and potential solutions. This project qualifies for HSIP and efforts to improve safety at high crash locations. CTPS will be responsible for this study. To accomplish project objectives, the following tasks would have to be performed: Form an advisory task force, define safety and operations issues, collect and analyze data, recommend potential improvements, and document findings.	Would need to be coordinated with EOT's I-95/Rte. 1 Study. Also be aware of Neponset Valley Chamber of Commerce's request for better pedestrian access for Route 1-corridor employees who walk to and from bus stops and commuter rail stations. Jim G. to inquire about relationship with EOT's Route 1/I-95 study.	X	X		X			Emphasis of study is safety and operational improvements, consistent with the Safety and Security, Mobility, and System Preservation, Modernization, and Efficiency topics.
Route 99 Everett and Malden, Safety and Operations Improvements,	$100,000	$55,000	This 3.5-mile section of Broadway (Route 99), from Sweetzer Circle (Broadway at Route 16) to Route 1, has two cluster intersections in the 2004-2006 statewide top 200-intersection crash list, both in Malden, at Hunting Street and at Route 60 (Eastern Avenue). Just south of congested Sweetzer Circle is the end of the TIP project # 602382, Route 99 (Broadway) in Everett. The EPDO indeces are 153 and 182, respectively. The land use on Broadway is mixed, consisting of residential and commercial/retail businesses. The study section has some operations problems. This proposed study would provide detailed evaluation of the crash experience in this corridor (crash types, patterns, causes) and propose potential solutions to address the safety problems. In addition, this study would identify the operations problems in the same corridor and recommend improvements. MPO staff would work together Malden officials on identifying safety issues and potential solutions. This project qualifies for HSIP and efforts to improve safety at high crash locations. CTPS would be responsible for carrying out this study. To accomplish project objectives, the following tasks would have to be	FFY 2010 TIP Project Programmed for Route 99 in Everett	X	X		X	X		Emphasis of study is safety and operational improvements, consistent with the Safety and Security, Mobility, and System Preservation, Modernization, and Efficiency topics. Broadway also appears, judging by Figure 14-2 of the LTP to intersect some EJ zones.

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod, & Effic.	Mobility	Environment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments
I-93 Access and HOV Improvements, Savin Hill/South Bay Area	$120,000		The Southeast Expressway is the highest volume express highway in metropolitan Boston, with individual sections handling as many as 250,000 vehicles per day (in the Neponset area), and with very slow traffic both northbound in the morning and southbound during the afternoon. But just about all that can be done in the narrow heavily developed right-of-way has been done. Improvement may be possible near Savin Hill and in the area somewhat to the north of Savin Hill. Two things that could be looked at are the connection of the Southeast Expressway HOV lane with the Central Artery/Tunnel HOV system, and the provision of improved ramp access from the South Bay area to the Southeast Expressway. The MBTA is working with developers to see how air rights could be built in the area of the JFK U-Mass station of the MBTA Red Line and the paralleling commuter rail line. This could make much more difficult and expensive the provision of the HOV connection described above, as well as the potential future double tracking of the commuter rail line in the area. The above would suggest the benefit of studying the Southeast Expressway in the Savin Hill area and to its north. The foci of the study would be 1) connecting the Southeast Expressway and CA/T HOV facilities, 2), adding on-ramp capacity to the Southeast Expressway from South Bay, and 3), double tracking of the commuter rail facility through the JFK U-Mass station area. Associated with this, geographical boundaries might be put on air-rights development in the JFK U-Mass station area.	Medium Priority - A study of this area was requested in the FFYs 2008 and 2009 UPWP comment letters from the Inner Core and RTAC.	X	X	X		X		Study recommendations may improve mobility and system efficiency. The HOV lane to be studied may also have positive environmental benefits. The SE Expressway intersects many EJ zones.
Route 1 Access/Interchange Improvements in Saugus	$80,000		This portion of Route 1 is a very congested stretch of express highway, with 1950s interchanges and virtually no safe access/egress provided between the main roadway and the almost constant strip commercial developments that are located along its entire length. Accident statistics reflect both the deficient interchange designs and the lack of access/egress to the strip commercial development. Although widening of this highway is not possible, provision of semi-continuous acceleration and deceleration lanes should be achievable at various locations. Minor improvements to the interchanges should also be possible (Some interchange improvements are being planned by MassHighway.) A planning study could be very helpful in determining what improvements are actually feasible for this extraordinarily deficient portion of Route 1 North with its most intractable of problems.	High Priority	X	X		X			Consistent with System Preservation, Modernization, and Efficiency, Mobility, and Safety & Security topics.

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod. & Effic.	Mobility	Environment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments
Route 1A Corridor Planning Study	$300,000	TBD	This study would focus on Route 1A at Boardman Street and Mahoney/Bell Circle and Beach Street intersections. Traffic statistics suggest that building a grade separation where Route 1A intersects with Boardman Street would offer the biggest bang-for-a-buck in bottleneck reduction in metropolitan Boston. Beach Street is located about 500 feet north of the Bell Circle and not interconnected or coordinated at this time. Bell Circle is operating as two separate intersections but is coordinated. We have received complaints that some of the approaches are not signal controlled and making it difficult to enter the circle. However, we feel this may exacerbate the existing conditions. Also, there are many pedestrian activities and need to be consolidated. CTPS will conduct this study. The task will include collecting existing traffic, transit, pedestrian/bicycle, crash, and other data; performing data analyses; developing a traffic simulation model; evaluating improvement alternatives; and documenting findings in a report. Mahoney Circle was the subject of earlier planning in the *Inner North Shore Study*, with a number of recommendations both for Mahoney Circle and for locations somewhat farther south near and in Suffolk Downs. Unfortunately, real estate developments have made moot both the changes proposed for Mahoney Circle, itself, and those proposed for the Suffolk Downs area. This suggests the desirability of revisiting the *Inner North Shore Study* to see how the plans might be revised to be consistent with the real estate developments that currently exist in the area. This would also be worthwhile because the future of Suffolk Downs is still undetermined, with a casino being a possible tenant for the area.	Medium Priority - Development in this corridor has already precluded may of the recommendations of the Inner North Shore Study. It is an important transportation corridor that needs to be considered before further development occurs, especially at Suffolk Downs.	X	X			X	X	Recommendations for improving mobility are the emphasis of this study. The study may also include recommendations that will further the RTP goal of better integrating transportation, land use, and ED planning. This corridor also intersects many EJ zones.

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod, & Effic.	Mobility	Environment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments
CMAQ Committee Support	$17,000	$17,000	To build on the existing MPO CMAQ program, with its Suburban Mobility and Transportation Demand Management and its Regional Bike Parking Programs, to include other CMAQ related projects. MPO staff is suggesting that the MPO create an expanded CMAQ program that would incorporate the two smaller programs and also make room and encourage other, more diverse projects. Staff will provide ongoing support to this subcommittee (CMAQ subcommittee) of the MPO's Transportation Planning and Programming Committee. Development and execution of a CMAQ education program to solicit an expanded list of CMAQ projects for funding in the Region. The committee would set policies that reflect the goals and objectives of the CMAQ program as guided by policy set in the Regional Transportation Plan. Additionally, the committee would plan the program for education and outreach, solicitation, review and funding of eligible CMAQ projects. The MPO CMAQ program would be a long-term, multi-faceted set of activities designed to educate, develop goals and policies, and finally solicit and fund projects as part of a coherent, comprehensive, multi-year view point; reflecting a short (TIP), medium and long (Long Range Transportation Plan) timeframe. Examples of projects that could apply for CMAQ funding include: · Further development/implementation of the Suburban Mobility Program · Further development/implementation of the TDM Program · Ride sharing programs · Funding for fixtures associated with pedestrian facilities · Funding for diesel retrofit programs for government vehicles · Funding to offset the cost of hybrid vehicles · Bicycle and Pedestrian improvements and facilities · Funding for intersection improvements · Funding for truck electrification programs · Funding for closed loop signal systems · Other projects and programs	High Priority – Would be of value in developing a cohesive CMAQ program for the Boston MPO and would replace and expand upon #11354 Suburban Mobility/TDM Committee Support	X	X	X				Need more information. Will this increase the range of applications for CMAQ funds?
Conceptual Designs/FDRs for Intersections Pilot Study	$80,000	$80,000	This pilot study project is intended to establish as an ongoing program. This pilot study project is to prepare Functional Design Reports (FDRs)/Conceptual Designs for intersections previously studied by CTPS, for which identified improvements were needed. The proposal goes along with the TPPC wishing to further implement improvements for locations which we have identified problems. The development of the FDRs will follow MassHighway Design Standards. CTPS would be responsible for carrying out the project and would work in collaboration with municipalities and MassHighway. FFY 2010 Activities and Proposed Work Products: Prepare FDRs according to MassHighway design standards, which will include project needs and justification, detailed plans of improvements and concepts, and cost estimates. A functional design report will be produced for review.	High Priority – Would help lead to greater implementation of MPO study recommendations	X	X		X			Also need more information for this project. It could lead to recommendations that would improve efficiency, mobility, safety, and more.

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod, & Effic.	Mobility	Environment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments
Guidance for the Installation of Accessible Pedestrian Signals	$45,000	$45,000	This proposal would assist in the implementation of MPO study recommendations and further the MPO's commitment to providing accessibility to people with disabilities. It would also help MassHighway in the development of its ADA policy. Staff would research this subject and find out what types of ADA auditory signals and equipment are acceptable and should be implemented. This proposal addresses mobility, accessibility, and safety for people with disabilities. CTPS will conduct this study. The tasks to be included in this study are: literature research, consultation with experts on effectiveness of ADA signals and equipment, development of a policy for installation of accessible pedestrian signals and preparation of guidelines for installation of Pedestrian Accessible Signals.	High Priority		X			X		Recommendations of this study will improve the safety and mobility of individuals with disabilities.
Roundabout Use Guidance	$60,000		This roundabout proposal came from MassHighway. Roundabouts are often a more efficient and safer way to manage traffic at unsignalized intersections and sometimes at signalized intersections. If the conditions are right for a roundabout treatment, designing an intersectionin this manner can increase its processing capacity. Demand for roundabouts throughout the state has risen in the last decade. Presently, MassHighway is lacking a consistent policy that would govern the design and construction of roundabouts and a study such as this would make recommendations for the development of the right policy. For example, under what conditions should a two-lane roundabout be constructed? What would be the range of left-turn traffic volumes for which a roundabout treatment would be appropriate? CTPS will be responsible for this study and will work closely with MassHighway. Work will include a review of literature on states implementation of roundabouts; identification of location and traffic characteristics under which a roundabout would be appropriate, and development of a procedure/policy for considering roundabout as viable intersection treatment at certain locati viable intersection treatment at certain locations. A roundabout guide will be produced from this study		X		X				

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod, & Effic.	Mobility	Environment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments
Technical Transportation Planning Assistance Pilot Program	$25,000		Local community officials often identify transportation issues about which they would like to have technical advice. In this pilot project, a team of CTPS and MAPC engineers and planners would provide such advice. The team would meet with community officials to learn more about specific problems and provide advice on next steps. There would probably be a site visit to better understand the potential problem. Some general types of solutions might be recommended, along with contact information on whom to follow-up with. The advice might relate to such things as parking, traffic calming, walking or bicycling, or bus stop-related issues that the community might have identified. Descriptions of the various planning processes at MHD, the MBTA, and the MPO, and how communities can get involved might be appropriate. In any event, these are not design or planning studies that would be performed by the MPO staff. Rather, this is a mechanism for providing quick-response advice to communities on next steps for resolving the issues they have identified. This work would advance the MPO's goals for system preservation, modernization and efficiency; mobility; and land use and ec land use and economic development. It would also be consistent with the MPO's CMP and other staff identified needs This service would be publicized through various channels, and MAPC and CTPS would coordinate and collaborate on a case-by-case basis. It is expected that 2-to-5 person days would be spent on each community problem identified. Requests for services will be fielded and prioritized by the CTPS Deputy Technical Director. Teams of professionals will be dispatched to client municipalities and memoranda on the consultations will document the work, recommendations and outcomes. Depending on how well utilized the service is, and what participant's perceive the benefits to be, a determination will be made at the end of the year as to whether the program is worth continuing.	High Priority	X						Pilot program is consistent with the System Preservation, Modernization, and Efficiency topic. But the benefits may be broad and encompass all topic areas.
Travel Demand Management Services Evaluation	$15,000	$15,000	The purpose of this project is to conduct a literature review to determine what are the current best practices for implementation of travel demand management services. This review will provide a general overview of factors that influence the success of travel demand management services and case studies of services that have been implemented in other regions. This work would be carried out by CTPS. This project address the mobility goals in the Regional Transportation Plan and the create a more user friendly transportation system theme presented in the You Move Massachusetts Interim Report.	High Priority – Would support the MPO"S Suburban Mobility/Transportation Demand Program and the CMAQ Subcommittee.		X	X				Study promotes the vision of the Mobility topic and also may result in environmental benefits.
Strategies to Reduce Automobile Trips to Transit	$48,600		The purpose of this study is to reduce short-distance automobile trips to transit thereby reducing emissions, decreasing traffic congestion, and increasing health. It would target transit parking lots that meet all or most of the following: · Are full by early in the morning Have reasonable pedestrian and/or bicycle access · Located in areas of significant traffic congestion, whether primarily related to the station lot or not · Have a significant residential population nearby (the market) Study tasks would be to: · Identify the best candidate locations · Write a flyer aimed at those who might bicycle or walk to stations rather than drive, explaining the benefits of the former modes · Develop maps indicating preferred walking and bicycling routes · Put flyers and maps on windshields (or just flyers with maps available on-line or by mail) Related studies or programs: MPO's Bicycle-Pedestrian Access to Transit study, MBTA's bicycle cage program (now at Alewife, planned elsewhere), WalkBoston mapping program			X	X				Study is consistent with vision of the Mobility and Environment topics by producing strategies to reduce auto use.

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod, & Effic.	Mobility	Environ-ment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments
Evacuation and Hazard Mitigation Mapping	$35,000		This study advances the MPO's Safety and Security policy of protecting the region from natural and human threats, and addresses the SAFETEA-LU planning factor for security. This study would involve mapping of the transportation network and projects proposed for MPO funding with overlays of local and/or regional evacuation routes and areas prone to natural hazards. This study would provide information for the MPO's decision-making processes and for evacuating planning. Understanding the relationship between evacuation routes and proposed TIP or RTP projects would help the MPO determine if planned transportation projects would improve infrastructure for emergency management functions and evacuation. This information could be used as inputs to the MPO's project rating system for identifying whether projects "serve an evacuation plan or emergency management function." Evacuation planners could also use this information to identify work zones that could impede traffic during an evacuation. Mapping evacuation routes in comparison to natural hazard zones could provide information needed to plan for alternate evacuation routes in the event that infrastructure fails or is impassible due to flooding or other natural events. This information might also be useful to evacuation planners for assessing which areas would need to be evacuated in advance of a weather event (such a hurricane or major flooding) and for advising the public whether they should evacuate or shelter in place. Such maps might also be used in the preparation of regional evacuation guides. Comparing the transportation network and proposed projects to natural hazard zones would help determine if transportation infrastructure and planned transportation facilities lie in areas prone to flooding, hurricane surges, and other natural threats. This information could be used to plan adaptive measures to protect infrastructure from weather impacts. MPO staff would develop a series of GIS maps in cooperation with other agencies. This work would require MPO staff to have access to evacuation route data. Staff could work with MAPC to incorporate natural hazard data from the Hazard Mitigation Plans	High Priority – This project forwards MPO policy and expands upon SAFETEA-LU and Environmental Planning Topics				X			Consistent with Safety & Security topic.

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod, & Effic.	Mobility	Environment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments
Transportation Needs Assessment of Department of the Transitional Assistance (DTA) Employment Services Program (ESP) Population in Selected Neighborhoods	$52,000	$52,000	The purpose of this project is to identify the comprehensive transportation needs of people receiving assistance and seeking employment in three different types of areas (urban, suburban, rural) to understand accessibility to these services for this population. Needs may be for transportation for job training, day care, employment sites, medical support, or shopping. In addition, this study, focusing on three specific areas, would identify possible opportunities for providing these services. Finally, materials providing information on transportation options for this population in these areas would be produced. This project would support the MPO's Regional Equity and Mobility topics and visions. It would also dovetail with the further development of the MPO's Coordinated Human Services Transportation Plan and the program supporting recommendations for funding projects through the Job Access and Reverse Commute Program and the New Freedom Program. This work would also complement that conducted by the MPO as part of its Regional Equity Program. This project would support the MPO's Regional Equity and Mobility topics and visions. It would also dovetail with the further development of the MPO's Coordinated Human Services Transportation Plan and the program supporting recommendations for funding projects through the Job Access and Reverse Commute Program and the New Freedom Program. This work would also complement that conducted by the MPO as part of its Regional Equity Program. Tasks will include: · Outreach to and Consultation with DET offices, social service organizations, and municipal planning offices serving the selected areas to gather information on staff's views of transportation needs for this population · Development of an approach to detailed information from DET staff on the transportation needs of their clients (survey? Workshop?) · Documentation of information gathered · Inventory and mapping of employment destinations and existing transportation services · Consulting providers of existing services in the area to determine interest in further coordination on meeting the needs of this population · Coordination with the update for the Coordinated Human Services Transportation Plan · Identification of next steps (mobility management training? Informational materials? Coordination among entities?) The products to be produced will be: · memoranda describing consultations with the DET offices, social service organizations and municipal planning offices serving the selected areas · maps showing the locations of employment destinations near the selected areas and those identified as important employment destinations by the DET offices and existing transportation services and maps showing of existing transportation services and popular destinations · maps showing of existing transportation services and popular destinations · report documenting the specific identified needs in the areas	Medium Priority – Would be an environmental justice/regional equity study that would begin after the completion of the Transportation Needs Assessment of the Low-Income and Minority Elderly Population, which is a work scope to be presented to the TPPC in July.		X			X		Consistent with vision of Mobility and Regional Equity topics.

TRANSIT PLANNING STUDIES

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod, & Effic.	Mobility	Environment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments
Evaluating Potential Efficiencies in MBTA Core Services	$100,000		The MBTA currently faces serious budget problems that are likely to stretch into the future. Given this reality, the Authority must consider ways in which to cut back on services that are underutilized and/or redundant. This study would identify the different markets currently served by the MBTA and define the constituencies that it is the core mission of the Authority to serve. For the MBTA's core markets the study will evaluate more efficient ways to provide service, and for non-core markets, the study will explore other mobility options that could be adopted. In keeping with potential changes to MBTA services, the study will also evaluate whether the existing service standards should be revised to reflect new approaches to providing mobility in the region.		X	X			X		Study may lead to improvements in the efficiency of the system. It also has regional equity consequences because it will consider the core constituencies of MBTA's services.
Allsotn/Brighton Bus Improvements Study	$100,000		In the context of current planned development by Harvard in the Allston/Brighton area, this study would analyze the potential for various bus service improvements, particualrly along the corridor served by bus Route 66. Among potential measures, the study would examine crowding, frequency of service, stop consolidation, signal prioritization, and various forms of dedicated lanes or queue jumps for buses. Beyond a conceptual analysis, CTPS would conduct a detailed feasibility study of the recommended improvements and their implications for traffic, parking, and transit connectivity in Allston/Brighton.								
MBTA Bus Route 1, Transit Signal Priority Cambridge /Boston.	$165,000	105,000	The MBTA bus route 1 from Harvard Square in Cambridge to Dudley Square in Roxbury, is one of the busier MBTA bus routes in the system. The corridor along which this bus route travels, Massachusetts Avenue (Route 2A), is a multi-lane roadway with an on-street parking lane in both directions. Transit Signal Priority (TSP) could improve bus operations for the route by reducing travel times and improving schedule adherence. Existing traffic and bus operations would be evaluated along the bus route or parts of the route and identify TSP and traffic signal recommendations to improve both bus and traffic operations. A VISSIM traffic simulation model would be utilized to evaluate both the existing conditions and proposed improvements. CTPS would be responsible for carrying out the project, and would work in collaboration with the MBTA and the cities of Boston and Cambridge. Tasks would include identifying corridor to be studied in collaboration with the MBTA; collect existing traffic, transit, pedestrian/bicycle, and other data; develop a model using VISSIM to evaluate TSP improvements; and document findings in a technical memorandum.	High Priority – Spans several EJ TAZ'sTransit and Traffic Integration in Selected Corridors	X	X	X		X		Study would produce recommendations that could promote the System Preservation, Modernization, and Efficiency and Mobility topics. Recommendations also would produce environmental benefits and bus route 1 intersects several EJ zones.
Transit and Traffic Integration in Selected Corridors	$25,000	$25,000	The purpose of this project is to evaluate potential operational improvements to transit and traffic flow patterns during peak periods. The intermixing of transit and automobile travel modes can result in reductions in system performance, such as increases in traffic congestion and schedule adherence problems. This project will evaluate potential operational improvements to curtail such performance reductions. This project will be conducted in two phases: 1) identifying route locations with transit schedule adherence problems and automobile traffic congestion issues, and 2) evaluating potential operational improvements to address the problems along these routes. This project addresses the mobility goals presented in the Regional Transportation Plan, utilizes the data collected by the Congestion Management Process, and addresses the improve transportation system reliability theme in the You Move Massachusetts interim report. This project would be carried out by CTPS. **FFY 2010 Activities and Proposed Work Products:** (Provide a brief description tasks to be carried out and reports or technical memoranda to be produced.) The tasks needed to complete this project include: Identifying route locations with both transit schedule adherence problems and automobile traffic congestion Purposing a series of potential operational improvement strategies to address the problems on these routes Evaluating the purposed solutions through feasibility studies and micro-simulation models The major product from this project would be a technical memorandum that would present the best strategies to address the schedule adherence and traffic congestion issues.	High Priority	X	X	X				Study will produce recommendations that improve traffic flow and schedule adherence of transit. It's therefore consistent with the System Preservation, Modernization, and Efficiency, Mobility, and Environment topics.

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod, & Effic.	Mobility	Environ-ment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments
Rail Transit Ridership in Metropolitan Boston	$30,000	$30,000	During recent years, CTPS has prepared a number of maps showing trends in use of the metropolitan Boston express highway system over the period 1970-2000. In these maps, traffic volumes have been represented by line widths for the various highways, and congestion levels have been indicated by colors corresponding to those of a traffic signal. These maps have been useful in explaining the past as a part of anticipating and understanding potential changes into the future. While such geographical representations have been prepared for express highways, their analogues have not been prepared for either the commuter rail or rapid transit systems. At the same time, however, such graphics would be extremely useful in understanding how these systems relate to one-another and how they have grown and changed over the years. Since 1970, a number of additions have been made to the commuter rail and rapid transit systems, and ridership growth has taken place as well. Viewing the rail transportation systems in the context of past growth and where it has taken place, could give a better understanding of how and when changes might take place into the future. This project would have two components. The first would involve preparation of statistics related to commuter rail and rapid transit ridership levels by route segment. This would not be an easy task because of the paucity of statistics relating to rail transit system use. Unlike the case for highways, where counts have been made of segment volumes over the years, rapid transit and commuter rail statistics have generally been counted for station entrys only, and only at infrequent intervals. At a bare minimum, ridership levels could be developed for the current time period. The second project component would involve preparation of geographical representations of the data for various years. This component would incorporate the ridership statistics into GIS coverages of the rapid transit and commuter rail systems, and would prepare maps showing the changes.	Low Priority	X	X					Product of this study will identify ridership trends, which may promote the vision of the System Preservation, Modernization, and Efficiency topics, as well as the Mobility topic.
Post-Fare Increase Impacts Analysis	$50,000		This study would collect AFC ridership and revenue data for the year following the 2009 fare increase and compare it to existing ridership and revenue in order to assess the accuracy of predictive models and develop revised elasticity figures. As part of this study, CTPS would conduct a Pass-Users Survey to develop new pass-ride values for use in estimating commuter rail pass ridership.								
Comprehensive AFC Non-Interaction Study	$100,000		Currently, CTPS collects data on farebox and faregate non-interaction through the random surveys that are part of the NTD process. However, the amount of data is too small to allow for anything more than the development of systemwide farebox and faregate non-interaction factors. This study would increase the amount of data collected on AFC interaction to develop more detailed non-interaction factors.		X						

Promote Transportation Demand Management				Evaluation Criteria				Review Status	
	Description	Estimated Cost (if Available)	Source	Advances CMS/ Study Recomm.	Forwards RTP or PMT Project	Advances MPO Policy	Advances SAFETEA-Lu Planning Factor	Staff Evaluation	Comments
Developing a Regional HOV-Lane System: A Qualitative Assessment	As expansion of the MPO's freeway system capacity has become largely infeasible and undesirable, constructing additional HOV lanes may be one of the answers to expressway congestion. An HOV system would allow for a smooth transition from one facility to the other or, at a minimum, allow for HOV lanes along all radial highways to downtown Boston. This initial phase of such a study would be conceptual, where broad, rule-of-thumb criteria would be used to develop some initial understanding of the feasibility of such a system, including alternative HOV lane treatments. The emphasis would be on region-wide collection of vehicle occupancy counts and O-D patterns. A preliminary list of highways seemingly conducive to HOV treatment would be the end-product.	$85,000	MMS	yes	no	System Preservation & Modernization A, C , Mobility (B, C, D, &F,), Environment (A, B, & C)	Efficiency and Accessibility & Mobility	HIGH--For multiple benefits (reduced congestion, improved air quality, reduction in fuel dependency) and fewer roadway widenings, we need to provide additional lanes to attract HOV travelers systemwide.	

MEMORANDUM

TO: UPWP SUBCOMMITTEE OF THE BOSTON REGION MPO

FROM: MARC DRAISEN AND JIM GALLAGHER, MAPC

SUBJECT: FY 2010 UPWP

DATE: MAY 18, 2009

This memo provides a summary of all projects MAPC is considering for the FY2010 UPWP. Included are ongoing activities, new ideas, and opportunities for working with CTPS. For ongoing activities, last year's budget is listed. We are anticipating level funding of $892,980 for next year. The projects listed would probably exceed that amount, so they will have be trimmed before a final proposal is voted by the Committee.

We look forward to your input to assist us in choosing a final list of projects, and to help us to refine the content of the various sections.

Ongoing Activities

1. Unified Planning Work Program (MAPC)

UPWP Category: Certification Requirements

Staff: Metropolitan Area Planning Council

Client: Boston Region Metropolitan Planning Organization

Status Ongoing **FY2009 Annual Budget:** $20,000

MAPC prepares UPWP project listings and budget information for activities it expects to conduct using federal highway and transit funds and provides monthly reports to the MPO's Transportation Planning and Programming Committee (TPPC) and EOTPW on these activities. MAPC also provides general project information on transportation-related activities funded from other sources.

MAPC, through its work on the TPPC, is also involved in the development of the annual UPWP work program. As work scopes for specific projects are developed throughout the year, MAPC develops or assists, when appropriate, in developing these scopes, especially when the project involves a link between transportation and land use.

FY 2010 Activities and Expected Work Products: UPWP project listings and monthly reports on UPWP activities to the TPPC. Provide assistance on the annual development of the UPWP and support in developing specific work scopes. Help communities to identify and develop studies to be included in the UPWP, through community liaison and subregional support activities. Develop work scope for MPO studies undertaken by MAPC.

2. MPO/MAPC Liaison and Support Activities

UPWP Category: Certification Requirements

Staff: Metropolitan Area Planning Council

Client: Boston Region Metropolitan Planning Organization

Status Ongoing **FY2009Annual Budget:** $185,000

This project includes: reporting to the MAPC Executive Committee, the Officers Transportation Advisory Committee, Council members and committees, MAPC subregions, and staff on MPO activities; reporting to the MPO and its committees and subcommittees on transportation and land use issues identified in the communities and subregions; working with MAPC and MPO/ TPPC members to identify and review transportation planning issues, including their regional implications.

Liaison and support activities also include ongoing participation with and support to the MPO/ TPPC in establishing work priorities and agendas. Participation with and support to its subcommittees includes chairing the TIP Criteria and Suburban Mobility/Transportation Demand Management Subcommittees.

Statewide and corridor committees: MAPC actively participates in statewide committees and task forces to represent the interests of the region, including the Statewide Enhancement Committee, the CMAQ Consultation Committee, the Statewide Household Travel Survey Advisory Committee and the Statewide Bicycle/Pedestrian Committee. MAPC is also an active participant on a number of advisory committees to ongoing corridor and subregional studies. Advisory committees may change from year to year as studies are begun or completed, but participation in a variety of advisory committees is an ongoing task.

MAPC, through its participation in the Massachusetts Association of Regional Planning Agencies (MARPA), as well as MARPA's Statewide Transportation Managers Committee, works to strengthen communication and coordination with its counterpart RPAs around the state. MAPC coordinates with other RPAs that comprise the Boston Transportation Management Area. As the certification documents are developed in the coming year, including the Transportation Improvement Program (TIP) and the expected revision of the Regional Transportation Plan (RTP), MAPC will direct particular attention toward including land use planning issues in these documents as well as coordinating with the implementation of the comprehensive regional growth plan, MetroFuture.

Support of the public participation process for metropolitan planning documents: MAPC participates in the public involvement subcommittee of the TPPC, which is charged with developing and evaluating new public involvement programs for the region. MAPC is also an active participant in the Regional Transportation Advisory Council (RTAC) meetings.

MPO elections: Working with the MBTA Advisory Board, MAPC coordinates and implements the election process for the local representatives on the MPO.

Recertification: In FY 2010, MAPC will work with elected officials, and state and federal representatives, the RTAC and other interested parties to review, and suggest possible revisions to the MPO Memorandum of Understanding. We will contact municipal officials, the business community, community-based organizations, and the MAPC subregions for input and advice.

FY 2010 Activities and Expected Work Products: Interagency coordination, work scopes, participation in advisory and corridor committees, public participation, reports to the MAPC Officers Transportation Advisory Committee and to the Executive Committee, MPO elections, MPO recertification and recommendations for a revised MOU, and attendance at relevant meetings.

3. Transportation Improvement Program

UPWP Category: Certification Requirements

Staff: Metropolitan Area Planning Council

Client: Boston Region Metropolitan Planning Organization

Status Ongoing **FY2009Annual Budget:** $65,000

MAPC chairs the TIP Criteria subcommittee of the TPPC, where criteria to assist in the evaluation of TIP projects were developed for the MPO and applied most recently to the FFY 2009-2012 TIP. These criteria were reviewed, evaluated, and revised in FY 2009 and major changes are not anticipated in FY2010. Any changes adopted by the TPPC will be applied beginning with the FY 2010 TIP annual element. MAPC will apply the revised economic development and land use criteria, which are consistent with MetroFuture, for the TIP. Additional work may be done to develop criteria for the MPO to use in determining whether to encourage proponents to pursue proposed projects through the TIP.

Development of the TIP is accomplished through work with other RPAs, MPO members and state and federal agencies, elected officials, and MAPC subregions, MAPC Council members, community representatives, TIP Contacts, and private providers of transportation. Representatives of the business community, local institutions, and community-based organizations are also consulted. This is an important information and education function of the 3C planning process. MAPC works with the communities and MPO members to insure that the information needed for project selection using the TIP criteria will be made available in a timely fashion.

FY 2010 Activities and Expected Work Products: In FY2010, MAPC expects to continue to work with the TPPC and the TIP Criteria Subcommittee to improve the use and application of these criteria as a tool to assist in MPO programming decisions.

New idea under this task for FY2010:

- Interactive Map of TIP Projects - Develop an interactive map depicting TIP projects. Users could search for TIP project information by municipality, status, project type, name, id number, funding source, etc. An interactive map will make project information available in a way that the public can easily understand and access. Examples:
  North Jersey Transportation Planning Authority - The NJTPA uses a program called NOTIS (NJTPA Online Transportation Information System) that enables the user to search projects by map or text. http://www.njtpa.org/Project/NOTIS/
  Washington State Department of Transportation - Interactive project map - http://www.wsdot.wa.gov/projects
  Boston Redevelopment Authority - Map Version – Development Projects - http://gis.cityofboston.gov/article80/
  Text Version – Development Projects - http://www.bostonredevelopmentauthority.org/DevelopmentProjects/DevProjects.asp?action=ViewStatus&StatusID=8
  CTPS has already designated a web page to Data Resources – TIP Project Mapping (http://www.bostonmpo.org/bostonmpo/4_resources/3_data_resources/tip.html) but it is not yet complete.

4. Corridor/Subarea Planning Studies: Land Use Reviews

UPWP Category: Regional Planning Studies

Staff: Metropolitan Area Planning Council

Client: Boston Region Metropolitan Planning Organization

Status Ongoing **FY2009 Annual Budget:** $116,100

This UPWP task includes funding to support MAPC's work on corridor studies in the region. Three corridor studies have begun in FY2009 and will be completed in FY2010. The I-495 Corridor study is a joint project with Central Massachusetts Regional Planning Commission, focusing on development and traffic impacts in the vicinity of several major interchanges. The Route 128 corridor study anticipates major development proposals in five municipalities along the roadway north and west of Boston. The study will project the impacts (including traffic impacts) of this development, and recommend appropriate mitigation and investments to cope with these impacts. Elected municipal officials, along with MAPC, constitute the steering committee for this study. The Route 9 study is a phase 2 follow up of previous work, again focused on the impacts of development anticipated along the roadway. The 128 and Route 9 projects are funded jointly under the UPWP and District Local Technical Assistance (DLTA).

Under the DLTA project budgets confirmed to date, the Route 9 project will be allocated $27,500 from the UPWP, and the Route 128 project will be allocated $33,160 from the UPWP, based on a combination of FY2009 and 2010 funds. Other DLTA projects still under consideration (e.g., Mystic River Corridor, Salem-Peabody Corridor) may also be funded through a combination of DLTA and UPWP funds depending upon the details of the scope. MAPC participation in the CTPS 126 Corridor Study is another option. Other corridor studies may also be identified for FY2010.

In addition, this task includes the development of tools to help identify potential development sites and key development parcels in the region and their related transportation characteristics. This project will build on other work conducted by MAPC including the TCSP project which involved evaluating congestion and other issues in the I-495 corridor, MetroFuture modeling of various corridors, Pre-Disaster Mitigation plans, local technical assistance work, subregional forums, and MEPA reviews. In addition to these two efforts, a limited amount of funding is included under this task for developing work programs for future corridor and subarea studies.

MAPC will participate with local communities such as those in the 128 Central Corridor Coalition to highlight and to develop regional and corridor level approaches to address congestion.

FY 2010 Activities and Expected Work Products: MAPC will identify one or more corridor studies and work to create tools that will help identify key development parcels and related transportation characteristics. [EXPAND THE PRODUCTS SECTION TO COVER THE MORE DETAILED WRITE-UP ABOVE.]

5. Alternative-Mode Planning and Coordination

UPWP Category: Regional Technical Support/Operations Analysis Projects

Staff: Metropolitan Area Planning Council

Client: Boston Region Metropolitan Planning Organization

Status Ongoing **FY2010 Annual Budget:** $195,000

MAPC provides alternative-mode transportation planning support to the Boston Region MPO and municipalities in the region for bicycle and pedestrian transportation, transportation demand management (TDM), and transit in areas currently under-served by the region's existing Regional Transit Authorities (RTAs). Efforts in the coming year will continue to focus on implementation of the regional bike plan and the regional pedestrian plan [to be completed in FY 09], including the bicycle parking program, analysis of CMAQ and Enhancement applications, advancing the Suburban Mobility and TDM Subcommittee programs, and adding and updating sections of the Toolkit for Sustainable Mobility.

Implementation of bicycle and pedestrian improvements will continue to be pursued in the development of the TIP, and through assistance to communities preparing and implementing projects through various

funding programs. MAPC will specifically focus on developing program concepts to increase pedestrian mobility in the MAPC region for consideration and support by the Boston Region MPO. MAPC will continue to operate and administer the Boston Region MPO bike rack program, possibly seeking contract renewal at the end of 2009, and we will develop and propose to the MPO a pedestrian counterpart.

Working with the cities of Boston, Cambridge and Somerville, MAPC will work to implement a "bike share" program that can eventually be expanded to included neighboring communities.

MAPC will continue to chair Suburban Mobility/TDM Subcommittee, including promotion and project proposal reviews. We will continue to convene the Regional Enhancements Committee and to participate in the Statewide Enhancements Committee. We will participate in the current review of the statewide enhancement process and on-going efforts to improve the CMAQ programming process. MAPC will provide on-going assistance on local parking issues, including technical support to 3-5 communities and toolkit updates.

Suburban Mobility Program: MAPC will continue to work with the MPO to implement its Suburban Mobility/TDM Program and undertake community-based transit planning in the MAPC region. This program funds services that improve the mobility of residents in areas currently unserved or under-served by transit. In FY 2008-9 MAPC particularly focused on improving the TDM aspect of the program. MAPC will also continue to work with the Suburban Mobility/TDM Subcommittee and CTPS to identify promising locations and ideas for future projects and to provide technical support and assistance to municipalities in developing these projects.

Congestion Mitigation and Air Quality (CMAQ): The federal CMAQ Program provides funding to the Boston Region MPO for projects that reduce automobile congestion and improve air quality in the region. Work under this program includes coordinating with the MPO and the region's municipalities to identify potential projects eligible for funding and providing technical support and assistance to municipalities in developing these projects. MAPC will continue to work with the Suburban Mobility/TDM Subcommittee, cities and towns, and agencies to suggest useful program concepts across modes for the CMAQ annual targets. We will also work with the MPO and state agencies to implement improvements to the CMAQ program. Additionally, MAPC is a member of the Statewide CMAQ Consultation Committee, which is responsible for reviewing potential projects and approving their eligibility.

Transportation Enhancement Program: MAPC provides technical assistance and project review for municipalities and organizations proposing transportation enhancements to the existing transportation system, screens proposals for completeness, and provides staff support for the Regional Enhancements Committee. MAPC will continue visits to project application sites, gathering photo documentation and meeting on-site with proponents to more fully understand the proposed projects. This information is then shared with the Regional Enhancements Committee to help it make more fully informed decisions on project proposals. In addition, MAPC expects to continue to participate in the efforts undertaken by EOT to improve the implementation of the Enhancements Program.

Mobility Assistance Program (MAP): MAPC reviews proposals submitted to this EOT-administered statewide program. Current MAP guidelines require applicants to coordinate with

the RPAs and to provide "regional service" that is coordinated with other entities to eliminate duplicative service.

Transportation Demand Management: TDM activities will receive additional focus in FY 2010 as MAPC works with municipalities and other stakeholders to add to the Toolkit for Sustainable Mobility. This toolkit provides guidelines and best practices for communities that wish to adopt practices leading to more sustainable methods of getting around. Based on initial community interest, we developed a parking component of the toolkit in 2007 which was further developed in 2008. We are in the process of completing a section on Development Mitigation in FY 2009.

In FY 2010, the components on Parking and Development Mitigation will be updated and expanded as needed. MAPC will also complete one or two additional toolkit components. Possible topics include various bicycle and pedestrian components, Complete Streets, or community-based transit.

The Toolkit has led to requests by communities and subregions for additional information and presentations. Based on past community interest, MAPC has allocated in this budget sufficient resources to provide technical assistance on parking issues to six communities, for up to three days each. This assistance will include participating in meetings, providing information, assisting with parking study design, and revising zoning regulations. We are working to coordinate this efforts with CTPS, bringing our complementary knowledge and expertise to the technical assistance process.

FY 2010 Activities and Expected Work Products: MAPC will continue this ongoing work effort as described above, supporting the MPO Subcommittees, developing the regional pedestrian plan and implementation strategies, and producing one or more new components of the Toolkit for Sustainable Mobility.

New Ideas under this task for FY2010:

- Bay State Greenway - Work with the communities in the region to implement the MAPC portion of the Bay State Greenway as recommended in the 2007 Massachusetts Bicycle Transportation Plan. The Greenway is a series of signed long distance on and off road bicycle routes that connect throughout the state. The model example is the Route Verte system in Quebec
  http://www.routeverte.com/rv/index_e.php

- Regional Bicycle Map - Develop a regional bicycle map for the MAPC region that would be distributed to the public, perhaps through sale to bike shops and other distribution methods. The bicycle map would show existing and proposed bicycle facilities. We have most of this data in GIS, but work is required to turn this information into a useable publication. Some examples are listed below:

  a) Pioneer Valley created such a map last year.
  http://www.pvpc.org/pressreleases/2008/pr-may-20-08_bikemap.shtml

b) Monterey CA provides paper maps for free and tear-free maps for $5 through bike shops. The maps are also available online as a PDF http://www.tamcmonterey.org/programs/bikeped/bike_map.html

- Walking Map Series - Develop a series of regional walking maps. Consider current work underway by WalkBoston as an example.

- Bike Share Program Implementation - The bike share vendor for this project is likely to be selected before the end of FY 2009, with roll out in the summer of 2010. Implementation efforts need to be undertaken by MAPC to guide the process through the 2010 fiscal year.

- New Toolkit – Complete Streets - Develop a Complete Streets Toolkit which will be a comprehensive review of what this concept means, local practices and measures, legal authority and liability concerns.

6. Subregional Support Activities

UPWP Category: Certification Requirements

Staff: Metropolitan Area Planning Council

Client: Boston Region Metropolitan Planning Organization

Status Ongoing **FY2009 Annual Budget:** $126,880

The MAPC region consists of 101 cities and towns, which have been subdivided into eight geographic areas that are represented by subregional councils comprising municipal officials, business leaders, community-based organizations, and other local participants. MAPC staff planners are assigned as coordinators to each of the subregional groups, to assist members in developing an understanding of subregional and regional transportation and land use issues.[1] These include the policies, goals, and objectives of the Regional Transportation Plan (RTP), and the coordinators also explain the Transportation Improvement Program (TIP), the Mobility (formerly Congestion) Management System, transportation-demand-management and suburban mobility program opportunities, and the Program for Mass Transportation. In addition, the coordinators actively engage subregional council members in MetroFuture.

Subregions are encouraged to recommend subregional projects and priorities for the TIP, the RTP, and the UPWP. Subregion Coordinators and MAPC transportation staff report back to the MPO through formal and informal communications. MAPC subregional groups will continue to participate in local corridor advisory committees wherever they are appropriate vehicles for working on area projects. Staff ensures that timely discussions of transportation-related issues occur by placing the topics on subregional agendas, by leading and participating in the discussions, and by distributing appropriate documents and notices relating to region and state-wide transportation meetings.

[1] In the case of MetroWest Growth Management Committee, the subregion is independently staffed and provides subregional services under an agreement with MAPC. MAPC pays 25% of the director's salary.

FY 2010 Activities and Expected Work Products: Preparation of monthly meeting agendas for transportation topics at subregional meetings, coordination with transportation agencies, traffic study reviews in the various subregions, reports to the Transportation Planning and Programming Committee, support for subregional and corridor advisory committee meetings, and assistance in setting project priorities.

7. **Land Use Development Project Reviews**

UPWP Category: Regional Planning Studies

Staff: Metropolitan Area Planning Council

Client: Boston Region Metropolitan Planning Organization

Status Ongoing **FY2009 Annual Budget:** $85,000

Regionally significant land use development projects will be reviewed with respect to state and regional land use goals and development policies and their impacts on the transportation system. In particular, projects will be reviewed for consistency with MetroFuture, the regional plan for the Boston region, and for consistency with the Commonwealth's Sustainable Development Principles and MAPC's Smart Growth Principles. This effort seeks to determine whether the proposed development will have a positive or negative impact on balanced regional development. MAPC tracks all projects reviewed in its region under the Massachusetts Environmental Policy Act and provides a regional planning analysis to the Secretary of Energy and Environmental Affairs for all developments considered to have significant impact. Special attention is given to local zoning ordinances and regulations that serve to reduce auto travel by encouraging carpooling, transit, and other travel demand management techniques. MAPC will also recommend appropriate mitigation measures. MAPC will continue to participate in a variety of specific project review activities in FY 2009 including detailed analyses of large-scale projects with significant regional and subregional impacts. In limited cases, MAPC will participate in local review processes for regionally significant projects, as a way of becoming involved earlier in the project in order to have a greater impact.

MAPC also reviews notices of "offered railroad property" from the Executive Office of Transportation, consults with the municipalities as necessary, and provides appropriate input. Often, these involve rail trails, but they may also involve other types of proposed development. In addition, MAPC staffs the Metropolitan Highway System Advisory Board, conducting reviews of projects occurring on or above Massachusetts Turnpike property. We will work to coordinate these efforts with work funded by the UPWP.

FY 2010 Activities and Expected Work Products: MAPC will continue to participate in a variety of specific project reviews and related activities, work with MEPA staff to increase the value of reviews, and coordinate MEPA comments with transportation agencies, where possible.

In addition, MAPC will continue to review and respond to notices of offered railroad property. In FY2010 MAPC will work to more closely coordinate its MEPA project review process with MetroFuture's goals and recommendations. As part of this effort, MAPC will also meet with the MEPA director and staff to improve our coordination with the MEPA office on project reviews. MAPC will also track key project information for the reviews it conducts in order to provide useful data on development trends in the region.

8. Regional Vision Implementation: MetroFuture

UPWP Category: Regional Planning Studies

Staff: Metropolitan Area Planning Council

Client: Boston Region Metropolitan Planning Organization

Status Ongoing **FY2009 Annual Budget:** $100,000

MetroFuture (for the 101 communities in the region) was adopted as the future land use scenario for the Regional Transportation Plan, Journey to 2030, in FFY2008. Adoption of the MetroFuture plan and discussion of the regional implementation strategy occurred in May 2008. This UPWP task will support the implementation of MetroFuture, particularly in relation to its transportation and land use elements for FFY2009. One of the core strategies of MetroFuture is to expedite transportation improvements through cost savings, revenue enhancements, transparent public decision-making, and coordination of land use and transportation decisions. MetroFuture will study other transportation systems and draw on internal and external expertise regarding the Massachusetts model to recommend improvements in transparency, accountability and cost controls. MAPC will also work with local and state policy makers to align land use decisions with transportation investment.

The MetroFuture plan will prioritize corridor planning by creating systematic mechanisms to coordinate state and local actions across disciplines in corridors where key transportation improvements are anticipated. In order to do so, MetroFuture will study the current disconnect between transportation and other infrastructure investments and propose a system involving regional, local and state representation to bridge that gap. MetroFuture data will be used to identify and promote areas in the region where development should be prioritized in order to create the density necessary to support public transit. Alternatively, this also means indicating areas where conservation of undeveloped land rather than development should be promoted. This up-front planning will help to map out where transit extensions are necessary and help create a long-term vision for transit investment in the region.

FY 2010 Activities and Work Products: Short and longer term recommendations for implementing the transportation and land use components of MetroFuture have been adopted. IN FY2010, implementation efforts will focus on three areas:

- Supporting implementation, particularly in relation to its transportation and land use elements (as before)
- Evaluating the success of our efforts to implement such elements
- Evaluating related indicators of change in the region

New ideas/New Projects, Not Covered Above

1. Evaluate 1 or 2 policies and/or programs, such as the state's TOD and brownfield redevelopment programs, that have a sufficient track record for us to discern:
    - Whether they are being implemented as envisioned
    - Whether they are having the desired outcomes
    - How they might be improved

2. Assist municipalities that want to develop local smart growth plans that are consistent with the MetroFuture land use scenario that was adopted for use with the RTP, Journey to 2030, using robust public participation and scenario planning with the CommunityViz land use model.

3. Evaluate the barriers to (and opportunities for) the concentration of development around transit nodes as called for in the MetroFuture land use scenario. Goal #5: Most new homes and jobs will be near train stops and bus routes, and new growth will be designed to promote transit use. Associated objectives:
    - 66% of new housing units regionwide will be within 1 mile of fixed route transit service.
    - 70% of new commercial and industrial development (measure in number of jobs created) will be within 1 mile of fixed route transit service.
    - 75% of new development within 1/2 mile of rapid transit will be at densities of at least 50 people/jobs per developed acre.

4. **Freight** - Select specific corridors in the MAPC region and focus on issues pertaining to freight movements and associated trucking and railroad operations. Specific recommendations from EOT's 'Massachusetts Rail and Freight Plan' could be selected and implemented. http://www.massfreightandrailplan.com/index.html

5. **Community Assessment of Freeway Exposure and Health (CAFEH) Study** - Consider working with the proponents of the CAFEH Study to develop a role for MAPC. http://www.tufts.edu/med/phfm/CAFEH/CAFEH.html
   This study is funded by a $2.5 million grant from the National Institutes of Health to Tufts University. CAFEH is a community-based participatory research study of the relationship between air pollution and health effects in individuals living next to major highways. The Somerville Transportation Equity Partnership, Latin American Health Institute, Chinese Progressive Association, Committee for Boston Public Housing and the Chinatown Resident Association are partners in research. The study will last for five years, with air monitoring beginning in 2008. We could possibly help with connections and outreach to community groups

6. **Battle Road Scenic Byway** – Christine Wallace is the project manager, and funding comes from a separate grant, not through the MPO. Transportation staff will provide assistance as needed. This would be listed in the Other Transportation Studies area of the UPWP.

7. **Transportation Advocacy** – education and outreach

8. **Assistance on Climate Change/GHG issues**

Coordination with CTPS

1. **Coordination of information, maps, and GIS Project Description:** MAPC will work with CTPS to improve data coordination and develop joint quality control, storage and achieving policies. Possible activities include: coordination of transportation data for the MetroBoston DataCommon, as well as exchange of technology and data systems best practices between both agencies.

2. **Land Use modeling effort** – The objective for FFY2010 as related to land use allocation modeling will be to complete Phase One of the two-phase effort. The product of Phase One will be a decision on whether to pursue implementation of a land use allocation model, and if so, what specific model to pursue. A step-by-step plan of action for moving forward, if that is the decision, will be a part of this product. That product will then guide Phase Two of the effort, acquisition and implementation of a model, which will be proposed for FFY 2011. MAPC will continue to evolve the Land Use model by exploring best practices, improving on-going data inputs about development and landuse, estimating likely impacts of transportation investments as well as continued investigation into how to engage the public in Land use decisions for their community. Possible activities include:
    a) peer review of activity-based modeling and linked landuse modeling and resulting national best practices symposium
    b) Development Database- A Regional Development Database that provides key attribute and location information of upcoming development projects is needed for such analyses. Development project information is currently collected by several entities, including MAPC, the Executive Office of Environmental Affairs through its "Massachusetts Environmental Policy Act (MEPA) Project Information System," and the MetroWest Growth Management Committee through its MetroWest Development Database. While these three databases are excellent sources of upcoming project information, none alone serves local needs. Data from these three sources should be combined and augmented with zoning board of appeals, building department, and local and state agency input to create a truly comprehensive Regional Development Database. MAPC is in the best position to collect this information as it has the relationships with municipalities, planners and planning boards that are necessary to identify projects in the early planning stages.

c) Land Use Data 2005 and Historical Comparison- Evaluate the dramatic changes in the new Land Use Data from MassGIS and how it will impact Land Use modeling and how to compare it to historical Land Use files.

d) Purchasing a proprietary business database such as InfoUSA, Dunn and Bradstreet or other for tracking location of employment.

e) Improved estimation of the likely impacts of transportation projects- For example, if you add a new T station what are likely economic benefits and what are the steps or critical components in associated planning and public policies that ensure this will happen.

f) Continued assistances and development of a VMT estimator that utilized RMV data and analyzes land use patterns. This will create an additional way to estimate VMT for alternative land use models, but will not require a full EMME2 model run. Results would also be helpful in verifying the EMME2 results and determining what variables should be in the new land use model.

3. **Provide communities with transportation technical assistance** – through the TIP and the UPWP, at sub regional meetings, and at a variety of public events, communities identify transportation issues that are of concern in a community and ask for advice on how to proceed. In this program a team of CTPS and MAPC engineers and planners would meet with communities to learn more about specific problems and provide advice to communities on next steps. This might include a review of existing data or how to collect what's needed. There would probably be a field visit to better understand the potential problem. Some general types of solutions might be recommended, along with contact information on who to follow-up with. Descriptions of the various planning processes at MHD, the MBTA, and the MPO and how communities get involved might be appropriate. This is not design or even a planning study, but a way to help communities who may have a problem quickly get an answer on what to do next. We would advertise to our communities that this is a service available to them, and we could expect to spend 2-5 person-days per community on each problem.

4. **Evaluation of regionwide safety** needs – In this joint project with CTPS we would look to identify safety problems on arterials and collectors (not limited access roadway) and then work with communities to identify possible solutions. MAPC would have primary responsibility for publishing an annual list of the intersections with the most crashes, with separate lists for cars, pedestrians, and bicyclists. CTPS would provide the data to calculate rates. MAPC would be responsible for publicizing the results, soliciting community interest. For locations without already identified solutions, in interested communities, CTPS would have primary responsibility for identifying engineering, enforcement, and education solutions, with MAPC assistance.
We would jointly develop a safety web site where problems and solutions are listed, and eventually a community safety toolkit page, providing advice to communities on how to identify problems and solutions.