

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

**April 15, 2010 Meeting**

10:00 AM – 12:00 PM, State Transportation Building, Conference Room 1, 10 Park Plaza, Boston

Clinton Bench, Chair, representing Jeffrey Mullan, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)

**Decisions**

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

- approve the work program for the *MBTA Title VI Program Monitoring*
- approve the work program for the *Evaluation of the Central Mass Rail Right-of-Way as a Joint Busway and Trail Facility*
- accept the consensus statements for the *System Preservation, Modernization, and Efficiency, Livability, and Mobility* visions and policies for the development of the MPO's long-range transportation plan (LRTP)
- approve the minutes of the meeting of March 25

**Meeting Agenda**

**1. Public Comments**

Alan Moore, representing the Friends of the Community Path, remarked upon the Commonwealth's Healthy Transportation Compact, MassDOT policies that support bicycle and pedestrian transportation, and federal policies that are emphasizing bicycling, walking, and transit modes. He stated that more resources should be allocated to bicycle and pedestrian projects.

A. Moore then requested that the MPO support additional funding to build the *Community Path* trail in Somerville as part of the *Green Line Extension* project. The cost estimate for the project ranges between \$16 million and \$25 million, he said. The proponents are asking MassDOT to include about half of the cost of the trail project in the submittal for federal New Starts funding for the *Green Line Extension* project. The MPO has already allocated \$4.5 million to the *Community Path* project. Approximately \$5 million is still unfunded. A. Moore explained that the project would not be viable if it is not built as part of the *Green Line Extension* project since the trail would be located in the Green Line's right-of-way.

In response to A. Moore's comments, Paul Regan, MBTA Advisory Board, pointed out that there is no guarantee that the *Green Line Extension* project will receive federal funds, and that if the New Starts application is rejected, the Commonwealth will have to fund the project entirely as a requirement in the State Implementation Plan. A. Moore suggested that federal Enhancement monies could be used to fund the project.

Wig Zamore, Somerville Transportation Equity Partnership, expressed support for A. Moore's comments. He noted at the New Starts application would be more competitive if the *Community Path* project were folded into it. He then offered ideas for including wind turbines in the redevelopment of Assembly Square in Somerville. He distributed several handouts showing aerial views of the site with possible locations for the turbines. (See attached.) The proposed site for the turbines would be on land owned by the MBTA and the Department of Conservation and Recreation (DCR).

## **2. Chair's Report – Clinton Bench, MassDOT**

Richard Davey has joined MassDOT as the new General Manager for the MBTA and Administrator for MassDOT's Rail and Transit Division. He has begun to reach out to the Massachusetts Regional Transit Authorities (RTAs) to gain their input.

Remarking on the recent news about the firing of MBTA employees for falsifying bus maintenance records, C. Bench reassured people that the bus system was never unsafe for users, and he noted MassDOT's commitment to safety, and the importance of integrity and honesty in the MassDOT workforce.

MassDOT expects to release a draft of the five-year capital plan for the highway system, which is required under the state transportation reform legislation, in two or three weeks. MassDOT held three public meetings about the plan last week.

MassDOT is continuing to hold public meetings at which senior MassDOT managers have conversations with the public and take public comments. The next meetings will be on April 20 in Hyannis and May 4 in Boston at the State Transportation Building.

MassDOT's rail and freight plan is moving ahead. It will likely be released to the public within the next couple of months.

MassDOT has decided to take advantage of a creative funding mechanism that allows it to use money generated by tolls, and normally used for toll facility maintenance, to replace the local match required for federal Surface Transportation Program funds and transit capital (FTA 5307) funds. These toll credits – amounting to between \$85 million to \$87 million – will be provided to RTAs. Lynn Ahlgren, MetroWest RTA, further explained that the RTA's receive federal 5307 funds, but that they do not have enough local match money to make use of those federal funds.

P. Regan inquired as to whether the toll credits could be applicable as matching funds for the MBTA's projects, after the RTA's needs are met. C. Bench stated that the funds would be applicable to the MBTA and to the highway system. They would provide greater flexibility for funding and fully leverage the federal transit funds that have not been used. In response to a question from Ginger Esty, Town of Framingham, C. Bench noted that the toll credits would address capital projects not operating expenses.

**3. Subcommittee Chairs' Reports** – *Paul Regan, MBTA Advisory Board; Eric Bourassa, Metropolitan Area Planning Council (MAPC); and Mary Ellen Sullivan, MPO Staff*

The Administration and Finance Subcommittee is planning to meet next month. The agenda will include a discussion of the Central Transportation Planning Staff (CTPS) budget and the role of the Transportation Planning and Programming Committee in hiring MPO staff.

The activities of the Clean Air and Mobility Subcommittee were discussed under agenda item #9.

The Unified Planning Work Program (UPWP) will meet after today's Transportation Planning and Programming Committee meeting.

**4. Regional Transportation Advisory Council** – *Laura Wiener, Regional Transportation Advisory Council*

Secretary of Transportation Jeffrey Mullan and C. Bench spoke at the April 14 meeting of the Advisory Council. Council members asked many questions and the discussion was very informative. The Advisory Council appreciates this participation from the Secretary and C. Bench.

The next meeting of the Advisory Council is scheduled for May 12. The state's freight and rail plan will be on the agenda.

**5. Director's Report** – *Arnie Soolman, Director, CTPS*

At the last Transportation Planning and Programming Committee meeting, Alicia Wilson, MPO staff, discussed the proposals the MPO received requesting funding from the federal Job Access and Reverse Commute (JARC) Program and the New Freedom Program. A. Soolman reported that there is \$5.5 million worth of funds available in the Boston Urbanized Area (UZA). The MPO received eight proposals requesting a total of \$1.9 million. The other MPOs in the UZA also received a total of eight proposals. The 16 proposal requests fall short of the funds available, therefore, MassDOT may want to do another solicitation this year.

A new season of Walkable Community Workshops are starting. The next workshop will be held on June 14 in Bedford. Other interested communities should contact the MPO staff.

**6. Work Programs** – *Karl Quackenbush, Deputy Director, CTPS*

Members were presented with the work programs for the *MBTA Title VI Program Monitoring* and the *Evaluation of the Central Mass Rail Right-of-Way as a Joint Busway and Trail Facility* at the meeting of April 1.

A motion to approve the work program for the *MBTA Title VI Program Monitoring* was made by P. Regan, and seconded by John Romano, MassDOT Highway Division. The motion passed unanimously.

A motion to approve the work program for the *Evaluation of the Central Mass Rail Right-of-Way as a Joint Busway and Trail Facility* was made by J. Romano, and seconded by Tom Kadzis, City of Boston. The motion passed unanimously.

**7. Consensus on Long-Range Transportation Plan Visions and Policies – Pam Wolfe, Manager of Certification Activities, and Anne McGahan, Long-Range Transportation Plan Manager, MPO Staff**

Members were provided with a proposed logo and name for the new long-range transportation plan (LRTP) and asked to provide feedback. Members discussed the visual elements of the logo and made suggestions for changes. They were advised to send any additional comments to A. McGahan.

Members then turned their attention to the draft visions and policies of the LRTP. Staff provided a handout that showed the concepts for the visions and policies that the members added to the initial list at the meeting of March 25, and that highlighted questions that remained to be answered and possible consensus statements. (See attached.) Using the contents of the handout as a guide for their discussion, members addressed questions concerning the topics of System Preservation, Modernization, and Efficiency; Livability; and Mobility.

***System Preservation, Modernization, and Efficiency***

Members addressed questions about whether the MPO should:

- acknowledge the scope of the transportation funding problem and maintenance and state-of-good repair needs by making maintenance and state-of-good repair a priority for the region
- make expansion a matter of last resort; or first implement management and operations and modernization strategies to achieve improvements and efficiencies and then approve expansion; or expand the system knowing that the trade-off is deferred maintenance
- give priority to expansion of one mode or some modes over others

Members reached consensus that the MPO should acknowledge the scope of the transportation funding problem and maintenance and state-of-good repair needs by making maintenance and state-of-good repair a priority for the region.

During a discussion of the expansion question, P. Regan advocated for a policy that makes expansion a last resort and prioritizes the maintenance of the system's state-of-good repair. He stated that expansion would add operating costs to the MBTA that it would not be able to sustain, and that by funding expansion projects, the MPO would undercut its other vision topics. He recommended that the MPO make a strong statement about the state of the system and the need to maintain it.

Joe Cosgrove, MBTA, expressed concern about framing the issue as expansion being the option of "last resort." He noted that expansion projects should have to meet the criteria of addressing needs. He also noted that the MBTA might have the potential to receive

grant funding for expansion projects and that having the “last resort” policy might bar those opportunities. David Koses, City of Newton, agreed. He added that economic development should be a priority and that expansion should be directed to areas where development should occur. E. Bourassa expressed agreement.

C. Bench and T. Kadzis pointed out that the possible consensus statements provided by staff do not use the “last resort” language. T. Bent added that one of the accepted vision ideas satisfies the concerns expressed. The vision ideas state that expansion will come through strategic investments, based on a regional needs assessment.

Ginger Esty, Town of Framingham, suggested adopting an overarching statement that would emphasize the funding situation the MPO is operating under, and explain that if there were adequate funding, the MPO would consider expansion.

Members agreed that the MPO should not give priority to the expansion of one mode or some modes over others.

Members agreed to the consensus statements that staff suggested:

- maintenance, modernization, and state-of-good repair get priority
- technology and management and operations strategies will be used to maximize performance of the system (in both operations and capacity)

### ***Livability***

Members addressed questions about whether the MPO should:

- link transportation planning and programming with land use
- use adopted regional land-use plans to guide investments
- help existing activity centers become more economically and socially viable by investing in human-scale transportation enhancements and context-sensitive design elements that respect community resources

Members agreed with the points above.

In response to a member’s question, A. McGahan defined what would be considered a regionally significant project in the LRTP. (See attached handout titled, “Regionally Significant Projects in the Long-range Transportation Plan.) Projects that must be in the LRTP include those that add capacity to the system or that cost over \$10 million. Many regionally significant projects in the Boston Region MPO area are enhancements of the system rather than expansions; these include projects that relieve bottlenecks, for example.

Speaking about “smart growth,” M. Pratt stated that for smart growth to be successful there must be good storm water and ground water control, and that developments must be under MEPA review. She stated that this point should be included in the visions and policies.

Members agreed to the consensus statements that staff suggested:

- embrace *MetroFuture*: focus resources in existing and planned smart growth areas
- expand sustainable and healthy transportation options
- investments should be context sensitive

### ***Mobility***

Members addressed questions about whether the MPO should:

- have its roadway investments address mobility needs identified in the LRTP and the Congestion Management Process
- require bicycle and pedestrian elements in projects and programs the MPO funds, or give priority to one particular kind of non-motorized mode route or path

Members agreed that the MPO should use its roadway investments to address mobility needs identified in the LRTP and the Congestion Management Process.

Members debated the second point about the MPO's bicycle and pedestrian policy.

E. Bourassa expressed support for making investments in bicycle and pedestrian infrastructure that provide connectivity between activity centers. He also stated that the MPO should not restrict itself from investing in trails.

M. Pratt voiced concern about making large investments in trails at the expense of smaller cost roadway projects.

P. Regan stated that the MPO should not fund trails because the significant amount of transportation dollars required to construct trails is money diverted from projects that could improve safety for bicyclists on the roadways that most people can access. He remarked on the recent deaths of two bicyclists on Boston roads, as highlighting the need to address on-street safety. He also noted that trail projects tend to be located in more affluent communities and exclusively serve those communities, rather than the larger public. He stated that the MPO should be serious about making the transportation system open to everyone (as called for in state and federal mandates) and adopt a policy to make public roads usable safe for bicyclists and pedestrians.

Jim Gallagher, MAPC, spoke on behalf of the benefits of the *Community Path* project noting that the path is well used by pedestrians and that half of the people traveling to the transit station in Davis Square use that trail to get there. P. Regan responded that trails are largely used recreationally. J. Gallagher noted that the MPO has a responsibility to help people move safely even if they are not traveling to a job and that the MPO should not devalue trails when they are not used for commuting. He also noted that many people are not comfortable bicycling on roadways.

P. Regan reiterated that in funding trails the MPO would be using scarce transportation dollars to benefit a small portion of the population. He suggested that CTPS look into the percentage of people in the region who use a bicycle trail to commute to work. He also advised the MPO to consider the high cost of building trails in comparison to the

improvements that could be made to provide bicycle and pedestrian amenities to a larger number of people across the system by investing in on-roadway improvements.

M. Pratt expressed support for P. Regan's position. She pointed out that high-cost trail projects would be funded by the tax dollars of people in the region who might then not be able to get lower-cost roadway projects in their cities and towns. She noted that for the price of one trail project, the MPO might be able to fund multiple projects to meet needs of municipalities around the region.

D. Koses stated that the MPO should consider trail projects as long as they take cars off the road and address livability. He also stated that the MPO should not fall into the trap of feeling the need to program trail projects that would have limited use simply because communities argue that they have spent many years and local monies in designing the projects.

C. Bench and T. Bent both commented that the issue the MPO is addressing today regarding the LRTP vision does not require the MPO to take a position on whether it will or will not fund trail projects. J. Romano noted that the possible consensus statements provided by staff do not preclude the MPO from funding trail projects.

Members agreed to the consensus statements that staff suggested:

- better access to transit and improved accessibility are important ways to improve mobility
- improving trip quality (reliability, travel-time savings, accessibility) can help address mobility needs
- a mode-balanced and strategic approach will be used in programming; management and operations, state-of-good repair, technology, needs identification, and system enhancements are the basis for these strategies
- strategies include judicious expansion as part of the project and program mix; should show a strong cost-benefit (ridership, ADT affected, travel-time savings, closing a gap)
- bottlenecks and capacity constraints should be addressed before major expansion

D. Koses recommended revising the first of the Mobility consensus statements to read: "Improved accessibility should be a priority."

A motion to accept the consensus statements for the *System Preservation, Modernization, and Efficiency, Livability, and Mobility* vision and policies for the development of the LRTP was made by J. Romano, and seconded by T. Bent. The motion passed unanimously.

Members still have the option to further discuss and revise the visions and policies at the next Transportation Planning and Programming Committee meeting. After that, staff plans to continue discussing the visions and policies with the public and seeking their input. They will also be used in the development of strategies to address identified transportation needs and performance measures.

P. Wolfe noted that this action indicates that the MPO supports the concepts of closing gaps in the transportation network and embracing the Complete Streets philosophy.

Members may email P. Wolfe with other vision and policy suggestions.

**8. Minutes** – *Pam Wolfe, Manager of Certification Activities, MPO Staff*

A motion to approve the minutes of the meeting of March 25 was made by T. Bent, and seconded by P. Regan. The motion passed unanimously.

**9. Clean Air and Mobility Program Update** – *Eric Bourassa, MAPC, and Hayes Morrison, TIP Manager, MPO Staff*

Staff distributed a schedule and a matrix outlining the proposals submitted for funding through the MPO's Clean Air and Mobility Program. (See attached.) The Clean Air and Mobility Subcommittee will discuss the proposals on April 22. Applicants will then make presentations on their proposals to the Subcommittee on May 13. The Subcommittee will formulate its recommendations on May 20 and present those recommendations to the Transportation Planning and Programming Committee on June 3. The MPO received 25 applications. Staff will provide the proposals on CD-rom to members, upon request.

E. Bourassa commended staff for their work in soliciting proposals.

**10. Members Items**

E. Bourassa announced that the annual MPO election is scheduled for June 2. The Town of Framingham is running unopposed. The City of Somerville and the City of Beverly are running for the city seat. Therese McMillan, Deputy Administrator of the Federal Transit Administration, will be the keynote speaker. More information will be forthcoming. A candidates' forum will be held on May 20 at 4PM in the MPO Conference Room, Suite 2150, in the State Transportation Building.

Staff was commended for their work on developing the visions and policies.

**11. Adjourn**

A motion to adjourn was made by P. Regan, and seconded by G. Esty. The motion passed unanimously.



**Transportation Planning and Programming Committee Meeting Attendance**  
**Thursday, April 15, 2010, 10:00 AM**

**Member Agencies**

MassDOT  
MassDOT Highway

City of Boston  
City of Newton  
City of Somerville

MAPC

MBTA  
MBTA Advisory Board  
Regional Transportation  
Advisory Council

Town of Bedford  
Town of Braintree  
Town of Framingham  
Town of Hopkinton

**Representatives and Alternates**

Clinton Bench  
David Anderson  
John Romano  
Thomas Kadzis  
David Koses  
Thomas Bent

Eric Bourassa  
Jim Gallagher  
Joe Cosgrove  
Paul Regan  
Laura Wiener

Richard Reed  
Christine Stickney  
Ginger Esty  
Mary Pratt

**MPO Staff/CTPS**

Mike Callahan  
Maureen Kelly  
Anne McGahan  
Hayes Morrison  
Sean Pfalzer  
Karl Quackenbush  
Arnie Soolman  
Pam Wolfe

**Other Attendees**

Lynn Ahlgren  
  
Alan Moore  
Steve Olanoff  
  
Karen Pearson  
  
Brian Slack  
  
Wig Zamore

MetroWest Regional Transit  
Authority  
Friends of the Community Path  
Regional Transportation  
Advisory Council  
MassDOT Office of  
Transportation Planning  
MassDOT Highway Division  
District 3  
Somerville Transportation Equity  
Partnership/Mystic View Task  
Force

Forget the Water Tower  
being used as an IKEA sign.

Here is an Assembly  
Square with 4200 kW of  
on-site wind power.

The middle one could be  
blue and/or yellow.



181m

Image MassGIS, Commonwealth of Massachusetts EOE

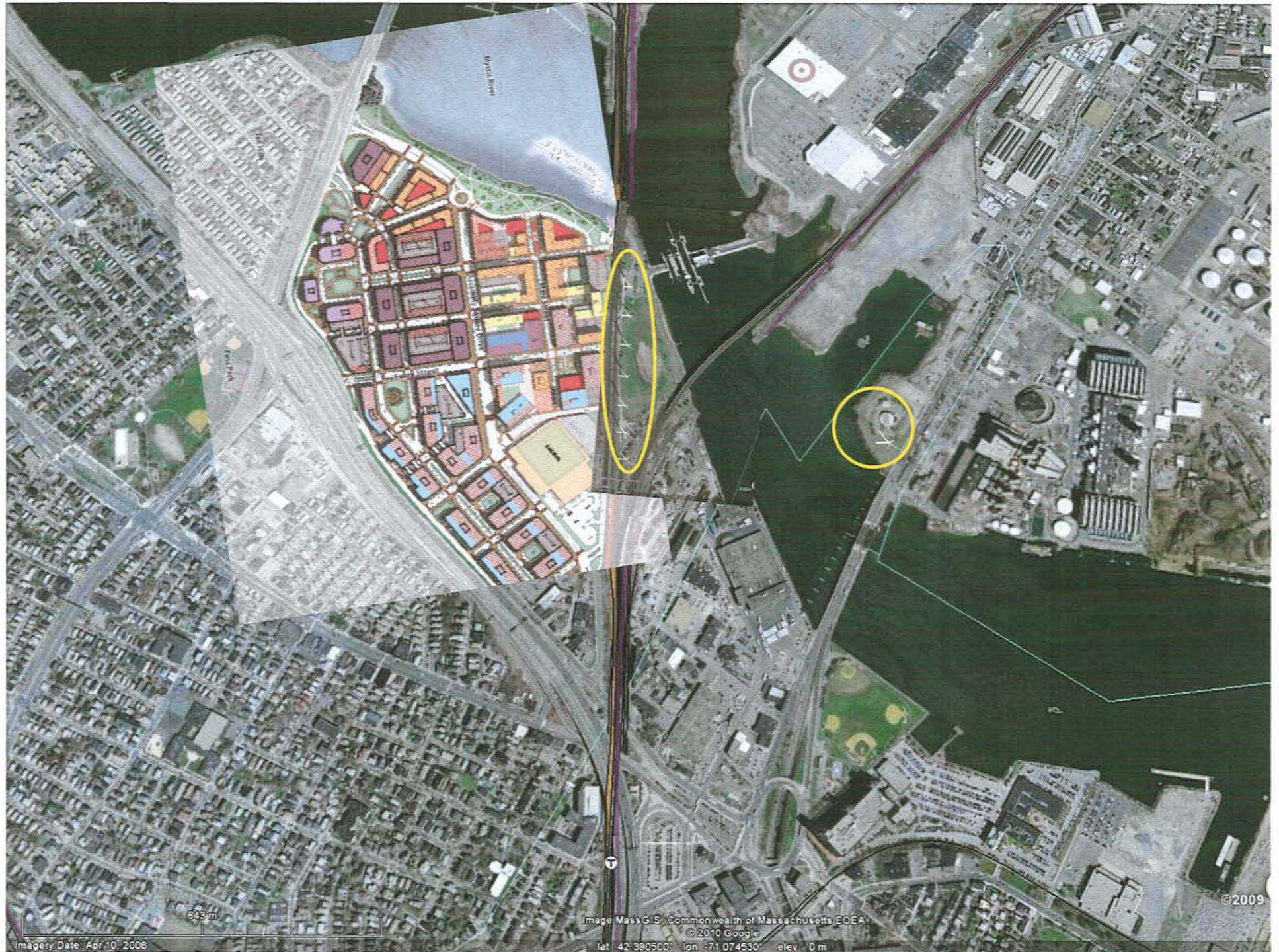
© 2010 Google

lat 42.392853° lon -71.077135° elev 0 m

Imagery Date: Apr 10, 2008

©2009





Avon River

Forest Park

Target

643 m

Image MassGIS, Commonwealth of Massachusetts EOE

© 2010 Google

Imagery Date: Apr 10, 2008

lat 42.390500 lon -71.074530 elev 0 m

© 2009





Visibility would be excellent because of the alignment of I93 North with the Orange Line corridor.

A community path to the west of the tracks, windmills to the east, a new subway stop right in the middle.

What do you think ? Sustainable site? What 21st century business or citizen would not want to be here?

With Federal and Mass grants the MBTA -the state's largest power user - and Assembly Square development would become far less fossil fuel dependent.

Image MassGIS, Commonwealth of Massachusetts ECEA

©2009 Go

774 m

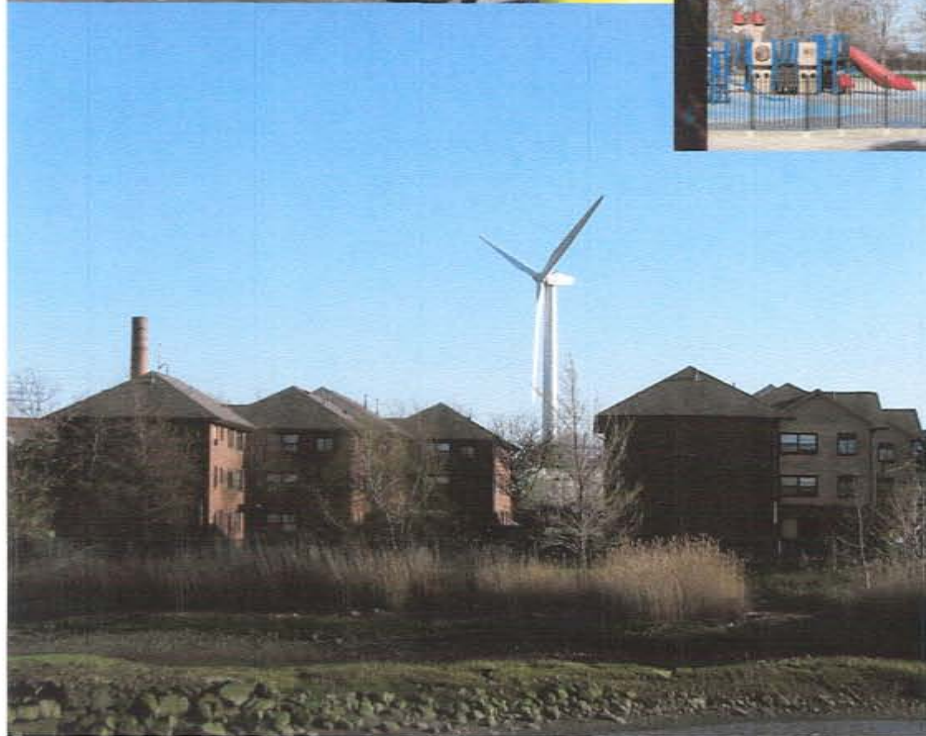
© 2010 Google

lat 42.387633 lon -71.077027 elev 0 m

Apr 10, 2008

Ev





## **Ideas for Visions and Policies for the 2035 Plan**

March 30, 2010

### **Introduction**

The following text lists the ideas coming out of the March 25, 2010 Transportation Planning and Programming Committee brainstorming meeting on visions and policies for the 2035 long-range transportation plan. This list includes all ideas proposed by members of the Committee, staff, and others.

### **System Preservation, Modernization and Efficiency**

Ideas for System Preservation, Modernization and Efficiency Vision:

- The transportation system will be maintained in a state of good repair.
- Improvements will not depend on new expansion projects, but will come from strategies and programs implementing intelligent transportation systems (ITS), system preservation, and maintenance.
- The existing roadway network and the transit system will achieve maximum efficiency through strategic investments.

Additional ideas:

- 1) Expansion projects will be selected and designed strategically – with an emphasis on addressing regional needs.
- 2) Innovative approaches to reducing auto-dependency and promoting alternative transportation will be implemented at every opportunity
- 3) Transit system will incorporate advances in technology as they become available
- 4) We will use technology to expand the number of users our existing transportation can process
- 5) Modernization includes improvements to accessibility and upgrade of facilities to accommodate access for all
- 6) Expand the number of users of the existing transportation system
- 7) Attention to management and operations will optimize mobility and access all around the region

### Ideas for System Preservation, Modernization, and Efficiency Policies:

- Put a priority on programs, services, and projects that maximize efficiency through the use of ITS, new technologies, and transportation systems management and operations
- Bring the transportation network—particularly the transit, bike, and pedestrian system—into a state of good repair and maintain it at that level
- Set funding objectives for maintaining the existing system
- Turn to technology before system expansion

### Additional ideas:

- 1) Use technology to increase efficiency whenever possible.
- 2) Priority for roadway repairs should be placed on bridges and roads on the regional network.
- 3) Reduce reliance on federal funds for local highway maintenance and refocus local road maintenance towards Chapter 90 programs.
- 4) Priorities should be placed on safety and economic development
- 5) Consider widening of shoulders and/or additional travel lanes to improve the capacity and efficiency (LOS) of the arterial roadway network. (District 5)
- 6) Ensure early and ongoing coordination of local utility and road repair work. (District 5)
- 7) Promote routing and preventative maintenance efforts on roadways. (District 5)

### **Livability**

#### Ideas for the Livability Vision:

- Multimodal transportation serves business, residential, and mixed-use centers
- Existing transit, bicycle, and pedestrian facilities will be linked in a network
- In 2035, the areas of denser residential development; employment and commercial centers; and major destinations will increase
- Transportation investments focus on identified activity centers
- Density and mixed-use activity supports more transit
- Community centers thrive – better access through additional modes
- Additional transportation options support healthy lifestyle
- Mobility for persons with disabilities is improved
- Urban design creates more human-scale, aesthetically pleasing environments

Additional ideas:

- 1) Create incentives for mode shift toward more sustainable transportation options
- 2) Commuting times will be decreased
- 5) Land use policies and transportation investments give all residents the opportunity to move between where they live, work, and play using healthy transportation options.
- 6) Buildings will be LEED certified and use alternative energy sources.
- 8) Congestion will be reduced.
- 9) Use of the transportation system should be affordable to all.

Ideas for Livability Policies:

To make livability a hallmark for communities and achieve mobility, foster sustainable communities, expand economic opportunities and prosperity, the MPO will put a priority on programs, services, and projects that:

- Are consistent with MetroFuture land use planning (serving already-developed areas; locations with adequate sewer and water; areas identified for economic development by state, regional, and local planning agencies; and density)
- Residential and commercial/industrial developments should take advantage of existing transit and roadways.
- Support health-promoting transportation options
- Expand the network of pedestrian facilities
- Close gaps in the region's bicycle and pedestrian networks
- Promote a complete-streets philosophy
- Enrich urban design, especially as it relates to transportation

Additional ideas:

- 1) Align parking policies with regional and neighborhood development plans for managing parking in downtowns.
- 2) Encourage workplaces to have facilities that accommodate bicyclists.
- 3) Encourage TDM, TMAs, shuttles, and carpooling.



4) Identify gaps in existing transit, bicycle, and pedestrian networks within urban neighborhoods. (District 5)

5) Enhancements to improve livability will be cost-neutral or score favorably in a cost/benefit analysis.

## **Mobility**

### Ideas for Mobility Vision:

- Improved access to jobs; education and training; health services; and social and recreational opportunities
- More transportation options, all modes
- Improved transportation for freight, commercial activity, and passengers
- Inclusion of persons with disabilities, the elderly, youth, minorities, and persons with low incomes or for whom English is a second language in the planning process
- Mobility and access are improved through increased density and strategic transportation/land use investments, which would increase transportation options for all

### Additional ideas:

- 1) Transportation policy will focus on mitigating existing burdens caused by transportation infrastructure.
- 2) All residents should have access to more options.
- 3) All train stations should be accessible to people with disabilities.
- 4) Reduce unnecessary delay or travel time.
- 5) Move people in a reliable manner.
- 6) Increase transit ridership.
- 7) Corridors accommodate all users.
- 8) Use a strong customer service approach to MPO planning and look to see that customer service values are reflected in projects and programs to be funded

### Ideas for Mobility Policies:

To improve mobility for people and freight, the MPO will put a priority on programs, services, and projects that:

- Strengthen connections between and among modes and close gaps in the existing network
- Improve access to transit
- Improve transit frequency, span, and reliability
- Expand transit, bicycle, and pedestrian networks
- Implement transportation system management and operations strategies
- Support incident management program
- Support improvements in all corners of the region, urban and suburban
- Move people and goods more efficiently
- Address the needs of all users within each Transportation Improvement Program annual element
- Link land use and transportation

### Additional ideas:

- 1) Integrate payment methods for fares and parking across modes.
- 2) Encourage TDM, TMAs, shuttles, and carpooling.
- 3) Address capacity constraints and bottlenecks in the existing system before expansion.
- 4) Bike access on existing roadways will be prioritized over new bike paths used primarily for recreation. Bicycle investments (lanes and paths) should focus on moving people between activity centers (including access to transit) over recreation and should close gaps and make connections
- 6) Strengthen multimodal connections.
- 7) Strengthen connections to the airport and intercity travel.
- 8) Promote strategic land use around transportation through innovative zoning, incentives, and infrastructure investment.
- 9) Address congestion and bottlenecks by increasing roadway capacity when warranted. (District 5)
- 10) Consider retiming and/or coordination of traffic signals when warranted. (District 5)

## Environment

### Ideas for Environment Vision:

- Greenfields will be preserved and brownfields reused as a result of transportation investments in areas of existing development.
- Air quality will be improved; vehicle emissions (carbon monoxide, nitrogen oxides, volatile organic compounds, carbon dioxide, and particulates) will be reduced.
- Fleets will be upgraded.
- Transit and non-motorized transportation modes, such as bicycling and walking, will increase in mode share.
- Project design processes will protect wetlands and minimize soil, water, and other environmental impacts.
- Context-sensitive design principles will be implemented to protect communities' cultural, historic, and scenic resources, community cohesiveness, quality of life, and aesthetically pleasant environments.
- Transportation agencies will work with environmental and cultural resource agencies.

### Additional ideas:

- 1) Infrastructure, including fleets, will be upgraded.
- 2) Transportation investments will protect the health of all residents and will reduce impacts on the environment.

### Ideas for Environment Policies:

To protect the environment and minimize the impacts of transportation, the MPO will put a priority on programs, services, and projects that:

- Avoid investments that increase pressure on developing greenfields
- Support investments that clean up brownfields
- Promote energy conservation
- Promote fleet management and modernization
- Support high-occupancy-vehicle travel options
- Value community character and cultural resources
- Protect natural resources
- Promote a complete-streets philosophy

Additional ideas:

- 1) Projects that produce zero emissions will have priority for expansion funding.
- 2) Promote energy conservation and use of alternative energy sources.
- 3) Support investments that clean up and reuse brownfields.
- 4) No project will be funded that increases the exposure of at-risk populations to ultra fine particulates.
- 5) Incorporate early impact and mitigation planning for the ecosystems.
- 6) Promoting investments with lower lifecycle costs and emissions.
- 7) Will invest in transportation projects based on their total costs, which includes lifecycle costs.
- 8) Promote use of public transit, biking, and walking as alternatives to vehicular use where such infrastructure is available or needed. (District 5)

### **Regional Equity**

Ideas for Regional Equity Vision:

- There will be equitable mobility and access to jobs, educational institutions, and services for low-income and minority residents, the elderly, youth, and persons for whom English is a second language.
- Environmental burdens from transportation will be minimized.

Additional ideas:

- 1) Transportation policy will focus on mitigating existing burdens caused by transportation infrastructure.
- 2) Expansion projects should address clear regional needs.
- 3) There will be equitable quality, affordability, and access to services, and equitable distribution of burden related to the transportation system. (added to bullet 1)
- 4) We will invest in removing existing burdens.
- 5) Prioritize maintaining heavily used services (such as those serving low income or minority neighborhoods) over new, yet-to-be-proven services.

### Ideas for Regional Equity Policies:

To provide for the equitable sharing of benefits and burdens of transportation investments among all residents in the region, the MPO will put a priority on programs, services, and projects that:

- Continue MPO outreach and analysis to identify equity needs
- Address identified equity needs
- Follow environmental justice principles
- Increase travel speed and capacity for transit services in low-income and minority neighborhoods
- Reduce the negative impacts of the highway system on low-income and minority neighborhoods

### Additional ideas:

- 1) Projects that remove existing inequities have funding priority over all non-bridge/tunnel maintenance projects.
- 2) Obligation of the MPO to monitor system performance and work with the implementing agencies to correct system imbalances and performance.
- 3) Reduce the negative impacts of the highway system on low-income and minority neighborhoods, particularly in terms of air quality, pedestrian access, and safety.
- 4) Monitor and address underserved communities and areas in the Boston MPO region relative to the TIP programming and funding processes. (District 5)

## **Climate Change**

### Ideas for Climate Change Vision:

- Greenhouse gas (GHG) emissions will be reduced to Global Warming Solutions Act levels.
- The MPO will be engaged as a regional participant in climate change related actions
- The MPO will adopt GHG reduction goals and will act to meet them.
- Transit, bicycling, and walking mode shares will increase.
- Fleets will be modernized.
- Land use planning practice will actively promote density in currently developed areas or in those regionally identified for growth.
- Transportation planning will support improvements in identified growth areas.
- Transportation infrastructure will be protected.

## Ideas for Climate Change Policies:

To meet the region's targets for reducing GHG emissions, the MPO will put a priority on programs, services, and projects that:

- Define targets for reducing vehicle-miles traveled (VMT) and act to meet them
- Pursue stronger land use and smart growth strategies
- Tie transportation funding to VMT reduction and smart growth goals
- Increase transit, bicycle, and pedestrian options
- Encourage fleet management and modernization
- Invest in adaptations that protect critical infrastructure
- Encourage transportation demand management (TDM) commuter strategies

## Additional ideas:

1) Invest in projects and programs that encourage fleet management and modernization and reduce idling; examples are projects that improve bus service such as bus lanes and provisions allowing queue jumping.

2) Energy use will be part of the environmental impact analysis of all projects. Total energy use in the RTP will be (x%) less than 1990 transportation-related energy use in the MPO region.

3) Encourage the use of alternative fuel vehicles in congested urban areas. (District 5)

4) Promote use of public transit, biking, and walking as alternatives to vehicular use where such infrastructure is available or needed. (District 5)

## **Safety and Security**

### Ideas for Safety and Security Vision:

- The transportation network will provide safe transportation options for people and goods.
- The number and severity of crashes will be reduced.
- Transit malfunctions will be reduced.
- The viability of transportation infrastructure critical to emergency response and evacuations will be protected.
- The MPO will continue to participate in all-hazards planning and take appropriate actions.
- Transit will have state-of-the-practice ITS measures and surveillance communication systems

Additional ideas:

- 1) Roads and bridges will be repaired and maintained at a safe level.
- 2) Ratio of transit malfunctions to number of service hours will be reduced.
- 3) Freedom to choose transportation mode without fear for personal safety.

Ideas for Safety and Security Policies:

To provide for maximum transportation safety and to support security in the region, the MPO will put a priority on programs, services, and projects that:

- Maintain the transportation system in a state of good repair
- Address roadway safety deficiencies
- Address transit safety and security vulnerabilities
- Use state-of-the-practice safety elements
- Support incident management programs
- Protect critical infrastructure
- Implement recommendations of all-hazards planning
- Improve safety for pedestrians and cyclists

Additional ideas:

- 1) When rebuilt, key transportation infrastructure should be upgraded to a “hardened” design standard.
- 2) Priority safety projects will be those that reduce the severity of crashes. Highest priority will be given to projects that improve safety for all users.
- 3) Achieving federal mandates, including positive train control.
- 4) Ensure safety provisions are incorporated in shared-use corridors.
- 5) Reduce base speed limit in municipalities from 30 to 25 miles per hour.
- 6) Support ITS investments.
- 7) Consider signalization and/or roundabout at historic high crash intersections. (District
- 8) Support widening of arterial roadway shoulders to provide safer bicycle accommodation where warranted. (District 5)
- 9) Identify roadway corridors with high crash and lane departure crash rates and conduct Road Safety Audits to identify solutions. (District 5)

## REGIONALLY SIGNIFICANT PROJECTS IN THE LONG-RANGE TRANSPORTATION PLAN

Regionally significant projects (also considered expansion projects) have a specific definition in the long-range transportation plan (Plan) for the air quality conformity determination. It specifies that only regionally significant projects are required to be included in the Plan and therefore the travel-demand modeling efforts. The final federal conformity regulations define regionally significant as follows:

A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sport complexes, etc., or transportation terminals as well as most terminals themselves) and would be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Therefore, a regionally significant/expansion project is any project that adds capacity to the existing system through the addition of a travel lane, the construction of a new interchange, the construction of a new commuter rail or rapid transit line or the extension of an existing commuter rail or rapid transit line, new commuter rail stations or terminals, new park and ride facilities, or the procurement of additional (not replacement) public transportation vehicles.

Specific projects have been exempt from regional modeling emissions analysis unless the MPO determines that a project has potential regional impacts for any reasons. Otherwise these types of projects generally have either a neutral or positive impact on air quality. The categories of exempt projects include:

- Intersection channelization projects
- Intersection signalization projects at individual intersections
- Interchange reconfiguration projects
- Changes in vertical and horizontal alignment
- Truck size and weight inspection stations
- Bus terminals and transfer points

In addition, the Plan is required to list all major infrastructure projects, which are defined as any project that costs over \$10 million. While these projects are listed in the Plan, they are not considered regionally significant.

All of the transit projects that are included in the current Plan – JOURNEY to 2030 meet the definition of a regionally significant/ expansion project, by either expanding a current transit service, or adding new stations, terminals, or additional parking. There are 30 highway projects included in the current Plan, ten of which are major investment projects only and not regionally significant/expansion projects (and do not have to be included in



the travel demand model), seven are expansion projects that cost under \$10 million, and 13 are expansion projects that cost over \$10 million.

The ten major investment projects that do not add capacity are considered as enhancements or maintenance to the existing system. They include roadway reconstruction projects, pavement resurfacing projects, rail trail projects, and projects included in the exempt categories listed above including intersection channelization and interchange reconfiguration projects.

The seven expansion projects that cost under \$10 million are located on arterial highways and include additional lanes ranging in length from a quarter of a mile to nine-tenths of a mile. Most are included to reduce bottlenecks in their specific locations.

Four of the remaining 13 major investment/expansion projects are improvements to interchanges on express highways, which would normally be exempt projects (interchange reconfiguration projects), however they also include construction of additional lanes in close proximity to the interchange. Six projects are associated with regional economic development projects. Three projects are listed in the Plan but are being fully funded with non-MPO dollars.

Year 2 and 3 Suburban Mobility Applications	Requested Amount
MetroWest RTA Route 1 Service Year 3	\$252,206
MetroWest RTA Route 7 Sat Year 2	\$43,155
GATRA Marshfield and Duxbury Year 3	\$132,000
Acton Shuttle Year 2	\$99,913
Hull Ferry Year 2	\$33,116
Year 2 and 3 TDM Applications	
City of Boston Employee Bike Share Year 2	\$30,000
City of Cambridge Social Marketing Year 2	\$58,768
City of Salem-North Shore TMA Year 3	\$53,160
Total	\$702,318

New Transit Applications	Request	Description
CATA Stage Fort Park Shuttle	\$5,410	<p>The purpose of the shuttle is improve air quality and mitigate congestion by having people leave/park their car at the Stage Fort Park's 500 car parking lot and take a shuttle downtown to the numerous cultural and historical attractions that exists in the oldest seaport in the country. The shuttle route would include such attractions as the Fishermen's Monument, St. Peters Park, Seven Seas Wharf, the Fitz Hugh Lane House (Gloucester famous seascape artists), Gloucester Maritime Heritage Museum, Gloucester Fish Auction, Gorton's of Gloucester, the Schooner Adventure, the Crows Nest from the Perfect Storm movie, the Cape Ann Historical Museum and Main Street Gloucester.</p> <p>The Boston Region MPO's Clean Air and Mobility Program 2010 Application for Transit Service Projects</p>
128 Business Council	\$155,802	<p>The proposed project will involve: a) the creation of a new shuttle route, b) a technological infrastructure for shuttle tracking and rider information accessibility, c) an examination of current shuttle best practices, and d) an in-depth examination of commuter preferences and experiences.</p>
<b>Total</b>		\$161,212

Infrastructure Applications	Request	
Arlington	\$84,000	The Town of Arlington is applying for funding to assist us in improving an important regional, multi-modal intersection, where US Route 3 (Mass. Ave) connects with State Route 60 (Pleasant Street to the south of Mass. Ave. and Mystic Street to the north).
Dedham Square	\$575,000	Intersection Improvements and LED Signalization of Dedham Square: Sustainable Return on Investment is part of Dedham's Comprehensive Smart Growth strategy to link transportation, economic development and the environment together in projects to maximize the benefits to the community. This project will involve two intersections in the heart of the downtown, one with an outdated 'dummy' light and the other with no current signalization and is one component of a larger master plan for streetscape improvements planned in historic Dedham Square.
Framingham Rail Trail	\$185,155	Approximately \$1.0 million will be used to construct a 12-foot wide paved path along the trail right-of-way intended for use by the Department of Public Works as a maintenance access road for the new sewer line. This path provides the basis for the rail trail. In 2009, the Town acquired ownership in fee simple of the entire 1.4-mile right-way for the Framingham portion of the rail trail. Although funding for sewer infrastructure improvements may not be applied to amenities normally associated with a rail trail (sidewalks, curbing, ramps, traffic signals and signs, pavement markings, rail fence, kiosks, benches and landscaping), these amenities were included in the construction bid documents (as a bid alternate). They have not, however, been funded. In order to open the trail to the public and turn the paved maintenance road into a pedestrian accessible rail trail, the Town will need to obtain approximately \$575,000 in additional funding based on the submitted bids. The Town currently has approximately \$100,000 in local funds to devote towards this effort, but a shortfall of \$475,000 remains, of that we are requesting \$185,155 for items.
Hingham Derby St	\$750,000	The Town would like to enhance mobility and safety for vehicular, bicycle and pedestrian traffic by upgrading the Derby Street Intersection by installing a new traffic light with pedestrian crossing and the installation of new sidewalk. Signalization of the Industrial Park Drive/Derby Street intersection is desired to address congestion concerns.
Hopkinton Crosswalk Beacon	\$24,000	The project consists of the purchase and installation of pedestrian crossing signals at the intersection of Church Street and Main Street (Route 135) in downtown Hopkinton, one on the eastbound side and one on the westbound side of Main Street.
MBTA Bikes on Buses	\$217,785	With Clean Air and Mobility Program funding, the MBTA will be installing racks on the remaining 310 buses so customers within the 46-community MBTA direct bus service area can be assured that 100% of the MBTA 1,087-vehicle fleet will accommodate bikes.

TDM and TSM Applications	Request	
Boston Bike Share Amenities	\$325,000	The City of Boston requests a Clean Air and Mobility Program grant in the amount of \$325,000 to support Boston's bike share system. This funding will support the operations of a new, green transportation service with significant air quality impacts in Boston. Funds from this grant will go directly towards Boston's bike share system and supporting programming. While we hope that the request is fully supported, the program is scalable.
Cambridge Clean Cabs	\$180,000	This program will continue the work of the City of Cambridge in providing an incentive to private taxi cab owners to replace their existing, gas powered cabs with hybrid vehicles. This will be done by using the funds to pay up to \$10,000 per vehicle to help cover the additional cost of purchasing a hybrid model vehicle. With a total of \$180,000, it is anticipated that at least eighteen gas-powered cabs will be converted to hybrid vehicles.
Cohasset Parking Incentives	\$3,436	Project is for use expansion of the commuter rail station waiving fees for weekend parking in the lot and fee for overnight parking in the area adjacent to the built TOD area that is most remote from the platform. Current weekday use of lot is 25-50% and weekend 5-10%. The use of the lot went down considerably when the rates went from \$2 to \$4. This will increase weekend ridership of the commuter rail when the lot is generally empty and commuter rail has few passengers.
Green Streets Regionalization	\$314,144	Working in collaboration with the Massachusetts Department of Public Health (MDPH), the Green Streets Initiative proposes to expand its signature Walk/Ride Day program over a three-year period to encompass 12 densely populated communities in the Boston Region Metropolitan Planning Organization (MPO) area. The Walk/Ride Day program is a Transportation Demand Management (TDM) strategy based on changing commuting habits and encouraging people to use active modes of transportation. Held 12 times a year, on the last Friday of each month, Walk/Ride Days provide incentives for people to leave their automobiles at home and walk, bike, take public transportation, or carpool as they travel to and from work, school, and other activities.
Newton Signal Timing	\$160,000	The majority of the traffic signals in Newton run on a fixed timing program throughout the day and do not adjust to changes in traffic flow, direction, or intensity caused by commuting demands. Many of these signals have been running on the same timing program since they were originally built, which may have been several decades ago, and have not been updated to reflect shifts in travel patterns. The City intends to hire a consultant to assist with an evaluation of the existing signal timings, to create a computer-based traffic model of all of the traffic signals within the scope, to recommend changes to timing patterns, and to implement these changes to over 70 traffic signals city-wide.

### Summary of Funding Requests

Total Existing Applications	\$702,318
Total New Infrastructure	\$4,956,940
Total New Transit	\$161,212
Total New TDM TSM	\$1,362,224
<b>Total</b>	<b>\$7,182,694</b>