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

September 2, 2010 Meeting
10:00 AM – 11:00 AM, State Transportation Building, Conference Room 4, 10 Park Plaza, Boston
David Mohler, 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 Bus Route 1 Transit Signal Priority Study*
- approve the minutes of the meeting of August 5

Meeting Agenda

1. Public Comments
There were none.

2. Chair's Report – *David Mohler, MassDOT*
The MassDOT and MBTA Board of Directors meetings will be held on September 7 at 3 PM and 5:30 PM respectively. A public meeting regarding the State Implementation Plan will be held on September 8 at the offices of the Department of Environmental Protection.

3. Subcommittee Chairs' Reports
There were none.

4. Regional Transportation Advisory Council – *Laura Wiener, Regional Transportation Advisory Council*
The Advisory Council will meet on September 15. On the agenda is a presentation on the proposals for the Longfellow Bridge; speakers include representatives from WalkBoston, MassBike, and possibly MassDOT. The Advisory Council annual election will also take place.

5. Director's Report – *Arnie Soolman, Director, Central Transportation Planning Staff*
CTPS has posted a job notice for the position of manager of the MPO's Congestion Management Process (CMP). Eric Howard is resigning from that position to take a job at the Nature Conservancy. The job notice has been posted on the MPO's website and Monster.com, and advertised with the Association of Metropolitan Planning Organizations, Institute of Transportation Engineers, and possibly with Womens' Transportation Seminar.

6. Work Program for MBTA Bus Route 1 Transit Signal Priority Study – *Karl Quackenbush, Deputy Technical Director, Central Transportation Planning Staff*
Members heard a presentation on the work program for the *MBTA Bus Route 1 Transit Signal Priority Study* at the meeting of August 5.

A motion to approve the work program for the *MBTA Bus Route 1 Transit Signal Priority Study* was made by Mary Pratt, Town of Hopkinton, and seconded by Paul Regan, MBTA Advisory Board. The motion passed unanimously.

7. Meeting Minutes – *Pam Wolfe, Manager of Certification Activities, MPO Staff*
A motion to approve the minutes of the meeting of August 5 was made by M. Pratt, and seconded by John Romano, MassDOT Highway Division. The motion passed unanimously.

8. Statewide Rail and Freight Study – *Paul Nelson, Deputy Project Manager for Statewide Rail and Freight Plan, MassDOT*
Paul Nelson, MassDOT, gave a presentation on the Massachusetts Statewide Rail and Freight study. (See attached slides from PowerPoint presentation.)

The goals of the statewide freight plan are to improve the transportation infrastructure to:

- promote the preservation of and improvement of the freight system infrastructure on all modes
- facilitate appropriate freight system capacity and redundancy, enhance operational efficiency, and achieve a balanced mix of capacity and connections across all modes
- facilitate freight transportation system improvements, policies and investment strategies that will enhance economic development opportunities and manage consumer costs
- ensure that the freight system preserves the environment and contributes to the quality of life in Massachusetts

The freight study examined the flow of goods into, out of, and internal to Massachusetts. The largest freight flow (by tonnage) is from the New York City metropolitan area to Massachusetts (12.6 million tons/year); 77 percent of that freight is moved by truck, 22 percent by water, and one percent by rail. Eleven million tons per year flows from Massachusetts to the New York City area; 99 percent is moved by truck. The highest flow by rail is from the Chicago area. The highest flow by ship is from New Brunswick, and that freight is largely petroleum products.

The freight distribution network in Massachusetts is largely clustered around Boston, Worcester, and Springfield, with some newer activity in the Fall River and New Bedford area. CSX, Pan Am Railways, and New England Central Railroad operate the major freight railroads in the state. (See attached for trucking and rail volumes and pie charts for the percentages of freight shipped by truck and rail.)

Several major trends have appeared:

- the value of manufactured goods is increasing and there is a shift to high-value, low-weight products
- freight volumes are projected to increase 70 percent by 2030
- freight loads and facilities are getting larger
- large scale distribution activities are increasingly expanding beyond the Boston metropolitan area
- the majority of freight will continue to be shipped by truck

There are several major issues and constraints:

- multi-modal freight transportation infrastructure is aging and struggling to compete
- freight transportation activity often conflicts with other land uses
- most freight transportation issues and potential solutions are inherently linked to passenger transportation

MassDOT considered several scenarios for improving the freight network which factored in planned projects such as the CSX rail improvements, the Norfolk Southern and Pan Am partnership for weight improvements, South Coast Rail, the Route 128 add-a-lane project, interchange improvements at I-495 and Route 290, and at I-93 and I-95 in Woburn, and the I-93 add-a-lane project.

The projects that showed the highest return on investment were projects to add double stack clearance capacity on the Pan Am Southern Lines, adding double stack and weight improvements to rail lines from Worcester, weight improvements to the rails going to Fall River and New Bedford, and port improvements (the South Boston Port Access Improvements and Boston Deep Draft Navigation projects). The construction of all rail projects would increase the rail mode share from 6.1 percent to 7.1 percent, and take 296,800 trucks off the roads. However, a major impediment to using rail is the lack of access to rail lines.

Policy issues that were identified included:

- identifying, preserving, and facilitating freight-intensive uses in Massachusetts
- considering freight in project prioritization
- partnering with private companies
- exploring the Industrial Rail Access Program (IRAP) (which aids private companies in investing in rail sidings)

The draft rail plan is currently scheduled to be released on September 3, a public hearing is scheduled for Worcester on September 16, public comments are due by September 24, and the final plan will be issued on September 30.

Following the presentation, members asked questions and made comments:

What products does Massachusetts receive from New Hampshire? (P. Regan)

There are product distribution centers in New Hampshire, such as Walmart, that send goods to Massachusetts. Paper products from Maine pass through New Hampshire. (P. Nelson)

Over what period of time would the one percent mode shift from trucks to rail occur? (P. Regan)
The 296,800 trucks would be diverted over the course of one year. (P. Nelson)

Is the plan for South Coast Rail to connect with the ports in Fall River and New Bedford? (David Koses, City of Newton)
South Coast Rail would serve those ports as well as customers along the line. (P. Nelson)

Railroad sidings and truck depots need to be considered in the planning. Other issues to consider are the public's interest in knowing what materials are being transported through their neighborhoods, the public's concerns about hazardous material transport, and the difficulties of operating passenger and freight traffic together on the same rail lines. The planning also needs to consider where economic development should occur. (M. Pratt)

What is the basis for the projection of freight volumes increasing 70 percent by 2030? The figure seems high. (Eric Bourassa, Metropolitan Area Planning Council)
MassDOT's consultant forecasted that figure using economic models and by factoring in growth and consumer demand. (P. Nelson)

How many trucks would be added to the system (if the freight volumes increase 70 percent) and what is the capacity of the highway system to handle those trucks? (Schuyler Larrabee, Regional Transportation Advisory Council)
Even if the freight of 300,000 trucks is diverted to rail, truck volumes will increase. The highway system will continue to be burdened by added truck and commuter traffic. Trucks generally represent less than five percent of the vehicles on the roadways and often travel during non-peak periods. (P. Nelson)

With a 70 percent increase in freight volumes, would the split between modes remain the same? (P. Regan)
Without investment in other modes, the truck share would increase slightly. (P. Nelson)

What is the scope of the rail plan? Will it focus on freight, passenger, or high-speed rail? (Lourenço Dantas, Massachusetts Port Authority)
The plan will incorporate the freight component, as well as commuter rail, inter-city passenger rail, and high- speed rail projects. (P. Nelson)

Will the MPO be asked to consider the projects that MassDOT identified as "high return on investment" projects for programming in the long-range transportation plan? (L. Dantas)
Statewide priorities for freight have been identified in the Rail and Freight Plan. MassDOT would ask MPOs to consider those priorities when programming projects. (D.

Mohler) A handout with guidance to the MPOs will be distributed (see attached). (P. Nelson)

How much does the cost of fuel play into the projections? (Tom Bent, City of Somerville)
If fuel cost increases, rail and other (non-truck) modes become more competitive. (P. Nelson)

Has MassDOT considered how to deal with concerns the public may have about having freight facilities in their neighborhoods? (Tom Bent, City of Somerville)
MassDOT has been exploring development zoning legislation that could be used to provide incentives for land use for freight (this approach would be taken with other agencies), and toolkits for mitigation measures that would shield the impact of the freight operations from the people who live around them. (P. Nelson)

What are some of the other projects that are not shown on the graphics and their costs? (A. Soolman)
Other projects included a multi-use pier in Fall River, which was not included because the non-freight related uses added to the cost of the project, and a project to improve the weight of the rails to Pittsfield. The costs will be in the final report. (P. Nelson)

Can MassDOT provide the MPO with the assumptions used to develop the projection of a 70 percent increase in freight volumes by 2030? (D. Koses)
Those assumptions are available on MassDOT's website, http://www.massfreightandrailplan.com/. (P. Nelson)

What is the break down of freight movement by mode? (Jim Gillooly, City of Boston)
By tonnage, 87 percent of freight is moved by truck, 7.5 percent by water, 5 percent by rail, and 0.1 percent by air. (P. Nelson)

P. Nelson also distributed information on heavy vehicle exclusions, which members requested at a previous meeting.

9. Update on JARC and New Freedom Solicitation – *Alicia Wilson, Transportation Equity Manager, MPO Staff*
Members were provided with a table summarizing the proposals that are requesting funding through the Job Access Reverse Commute (JARC) and New Freedom Programs in the current solicitation process. (See attached.)

MPO staff received 11 proposals from 9 organizations. The applications for JARC funding totaled $969,186 ($3.04 million is available in the Boston Urbanized Area). The applications for New Freedom funding totaled $1.89 million ($2.26 million is available in the Boston UZA). One New Freedom proposal could be eligible for JARC funding.

Next week members will be provided with the full text of the proposals. At the meeting of September 16, members are scheduled to discuss the proposals in more depth.

Applicants will be invited to attend to take questions, and members are scheduled to vote on which proposals to advance to MassDOT.

In the meantime, questions may be directed to A. Wilson or Michael Callahan, MPO staff.

Members had questions:

Are there any applications to the Clean Air and Mobility Program that could be eligible for JARC or New Freedom? (M. Pratt)
The 128 Business Council was contacted about the solicitation, but did not apply. (E. Bourassa)

What is the time period for obligating the JARC or New Freedom funds? (E. Bourassa)
The funds are not in danger of lapsing at this point. (A. Wilson)

What outreach was done? (L. Wiener)
Notice was sent to all of the MPO's Regional Transportation Equity contacts, previous applicants, Councils on Aging, and people on the MPO's list serve. The notice was also posted on the MPO's website and noted in *TRANSREPORT*. (A. Wilson)

M. Pratt suggested contacting the 128 Business Council again.

10. MPO Memorandum of Understanding – *David Mohler, MassDOT, and Eric Bourassa, MAPC*
The Federal Highway Administration and Federal Transit Administration are asking the MPO to update its Memorandum of Understanding (MOU). The federal agencies are expected to release recommendations following on the Certification Review that took place in July, which may address the MOU. (The report was to be released 60-90 days after the review.)

E. Bourassa suggested that members email staff with issues they would like to discuss regarding the MOU, and these topics could form the basis for an agenda for a meeting to discuss the MOU. T. Bent recommended that the MPO devote an entire meeting to the topic. M. Pratt advised that the MPO not change the MOU too much considering that the members work well together and that the MPO has been getting progressively more efficient.

D. Mohler then asked staff to distribute the existing MOU to members, and advised members to send their comments to staff. Discussions could begin in October.

11. Members Items
There were none.

12. Adjourn

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

Transportation Planning and Programming Committee Meeting Attendance
Thursday, September 2, 2010, 10:00 AM

Member Agencies	Representatives and Alternates
MassDOT	David Mohler
MassDOT Highway	John Romano
City of Boston	Jim Gillooly
	Thomas Kadzis
City of Newton	David Koses
City of Somerville	Thomas Bent
MAPC	Eric Bourassa
Massachusetts Port Authority	Lourenço Dantas
MBTA	Ron Morgan
MBTA Advisory Board	Paul Regan
Regional Transportation Advisory Council	Laura Wiener
	Schuyler Larrabee
Town of Braintree	Christine Stickney
Town of Hopkinton	Mary Pratt

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

Other Attendees	
Lynn Ahlgren	MetroWest Regional Transit Authority
Paul Nelson	MassDOT
Steve Olanoff	Regional Transportation Advisory Council
Tom O'Rourke	Neponset Valley Chamber of Commerce
Karen Pearson	MassDOT
Bryan Slack	MassDOT District 3

Moving Massachusetts Forward.

massDOT

Massachusetts Department of Transportation

Massachusetts State Freight Plan

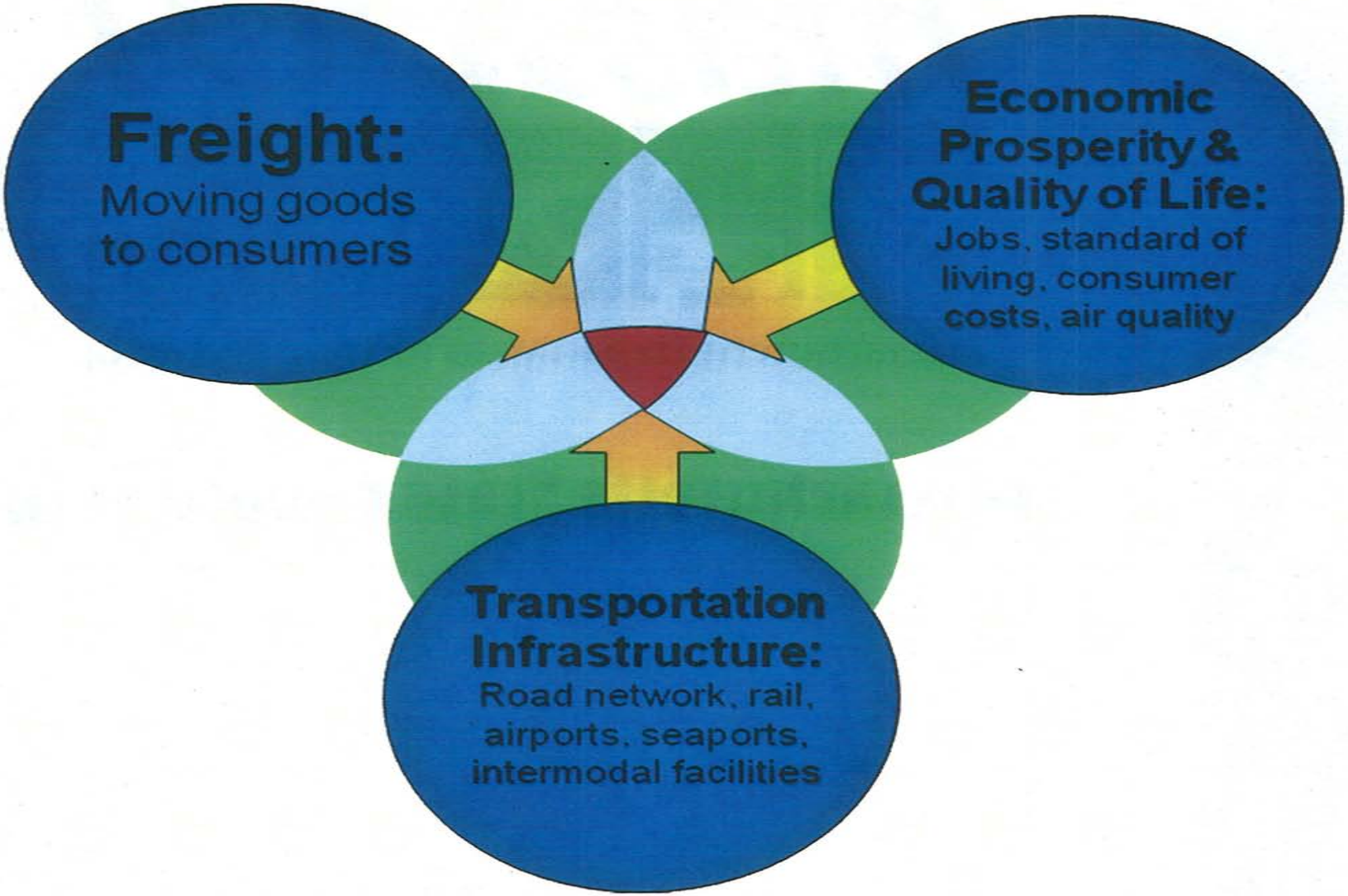
September 2, 2010

Transportation Planning and Programming Committee

10 Park Plaza, Conference Room 1

Boston, MA

Why is Freight Important?



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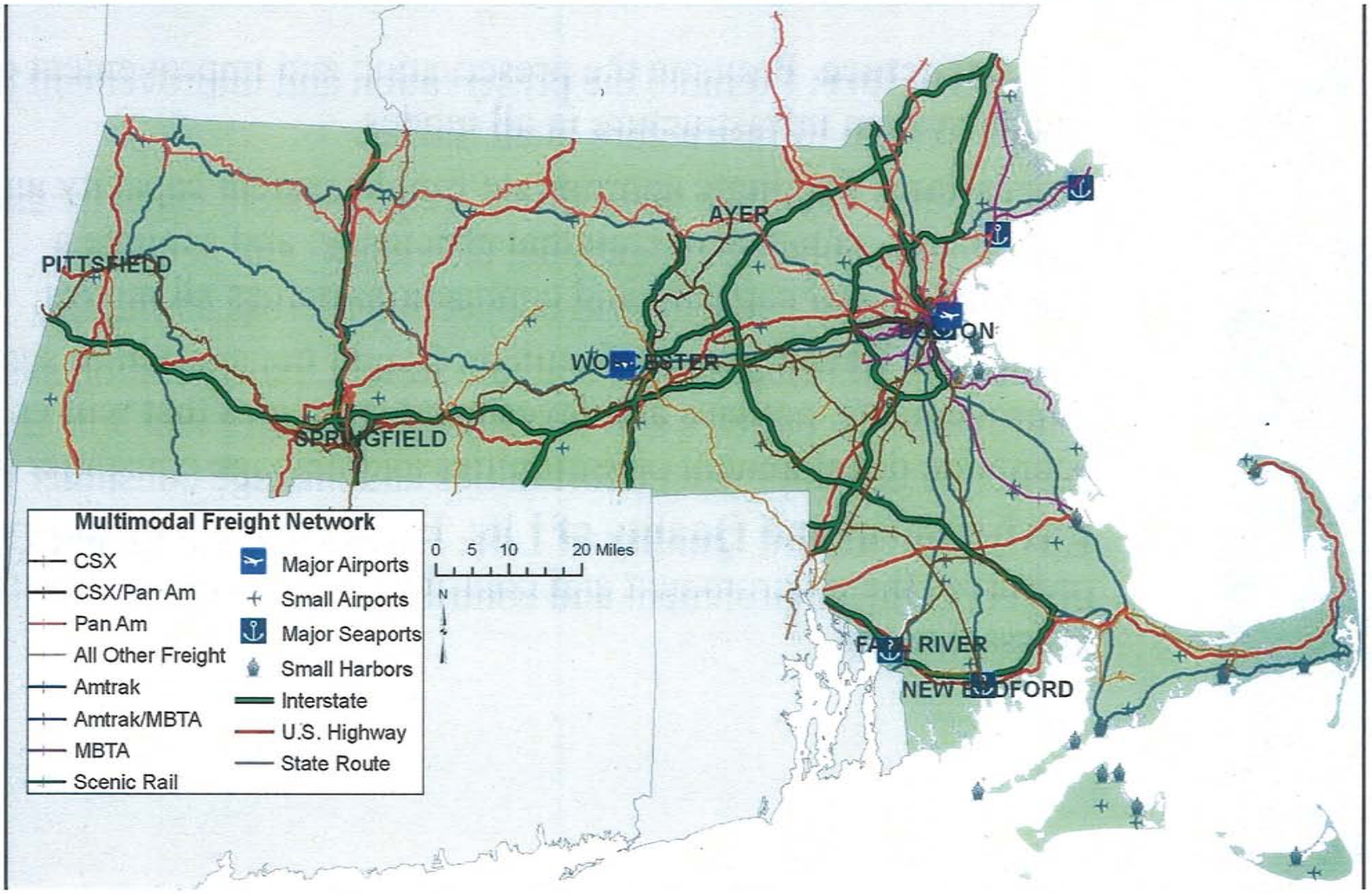
Freight Plan Goals

- **Infrastructure.** Promote the preservation and improvement of the freight system infrastructure in all modes
- **Operations.** Facilitate appropriate freight system capacity and redundancy, enhance operational efficiency, and achieve a balanced mix of capacity and connections across all modes
- **Economic Development.** Facilitate freight transportation system improvements, policies and investment strategies that will enhance economic development opportunities and manage consumer costs
- **Environment and Quality of Life.** Ensure that the freight system preserves the environment and contributes to the quality of life in Massachusetts

Massachusetts Freight System



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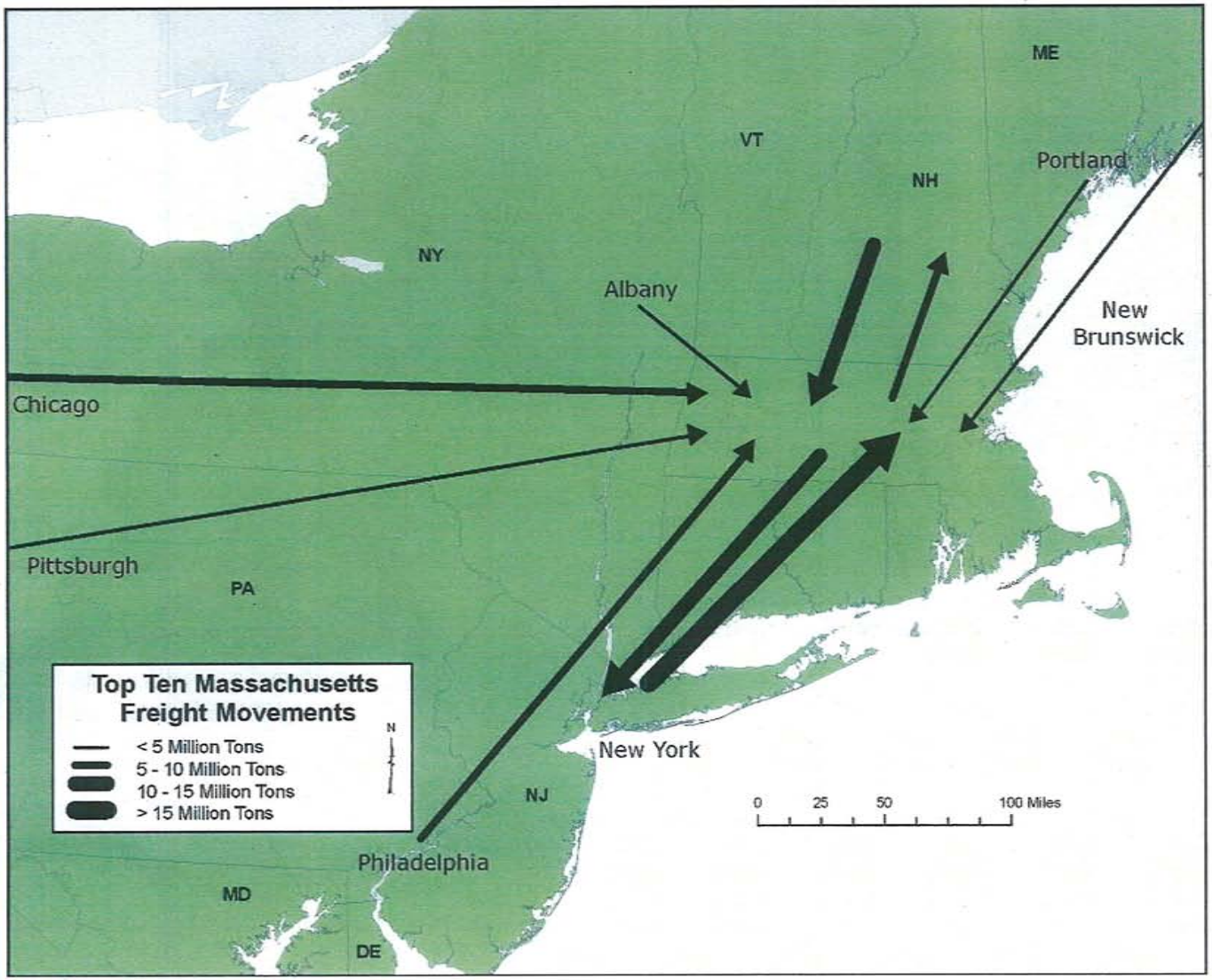
Top Freight Flows



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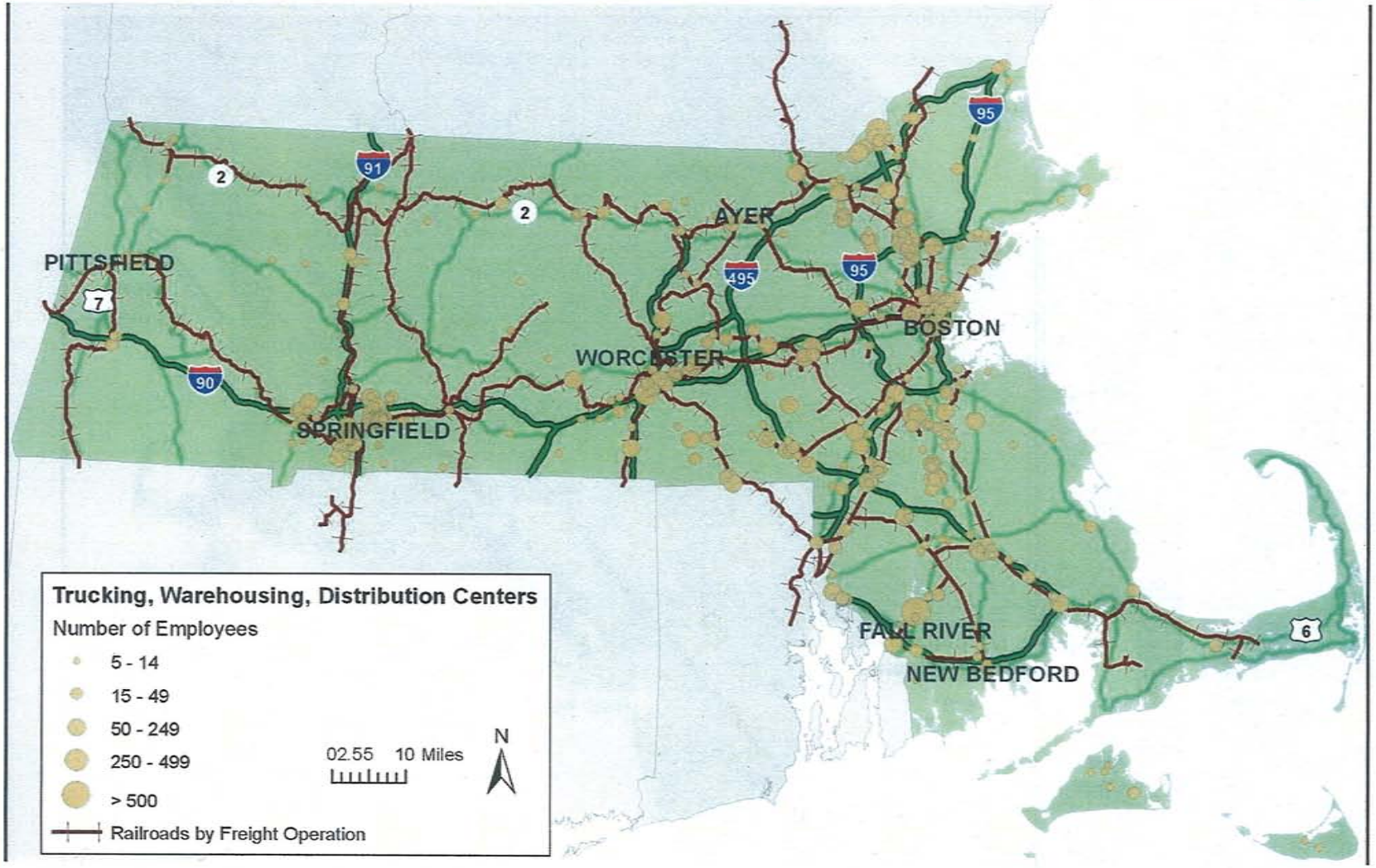
Distribution Network



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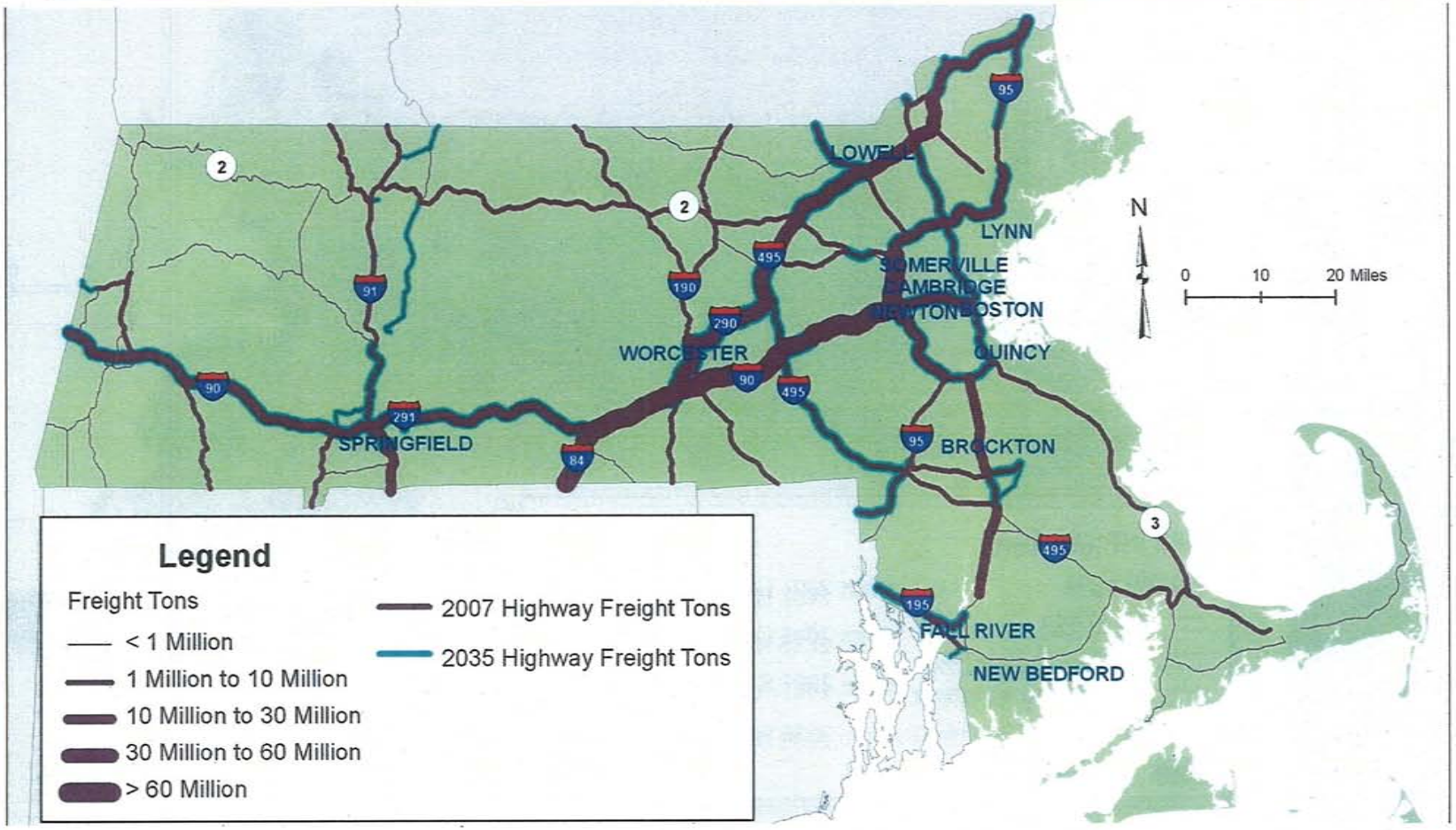
Major Trucking Volumes



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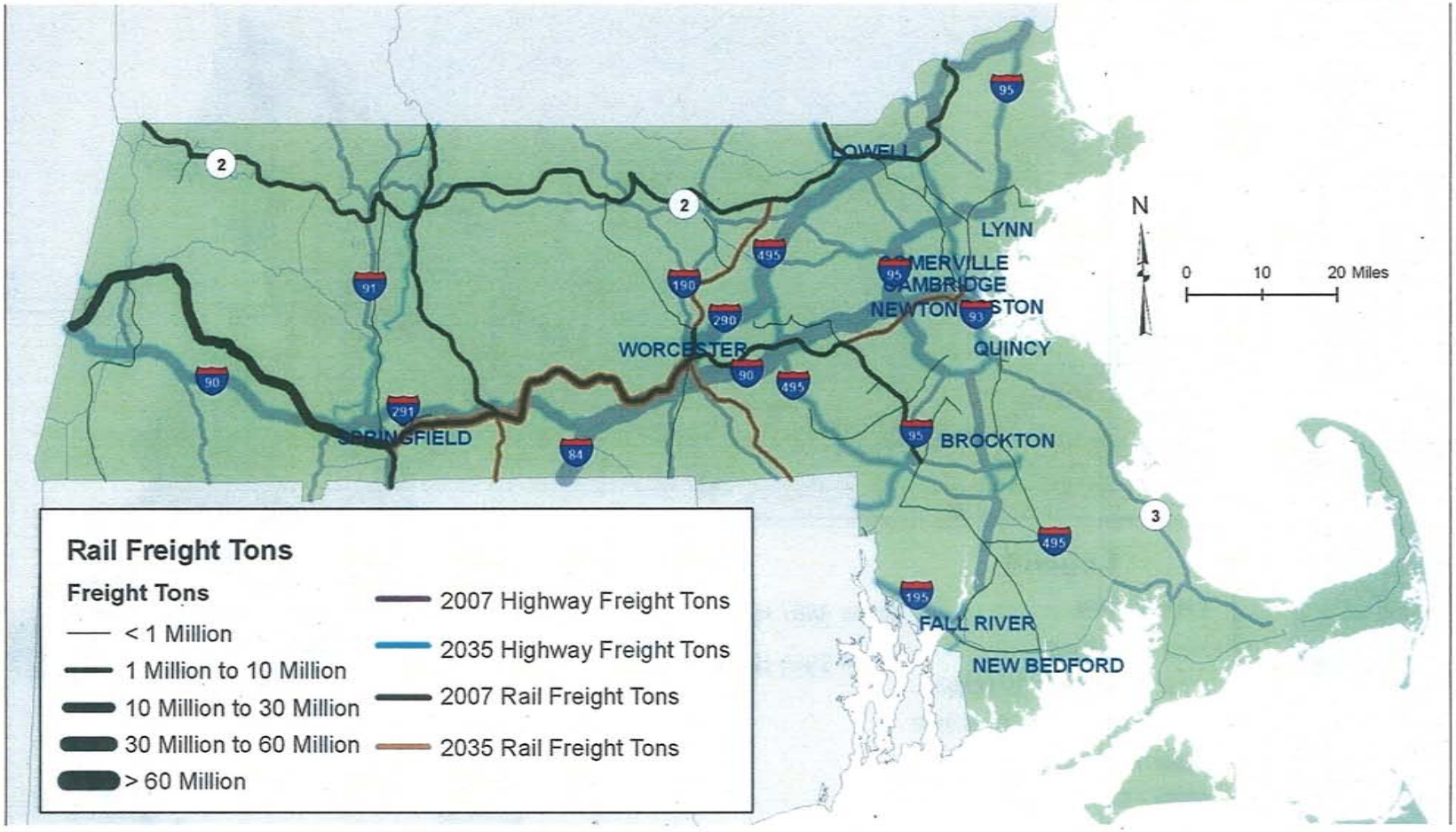
Major Rail Freight Volumes



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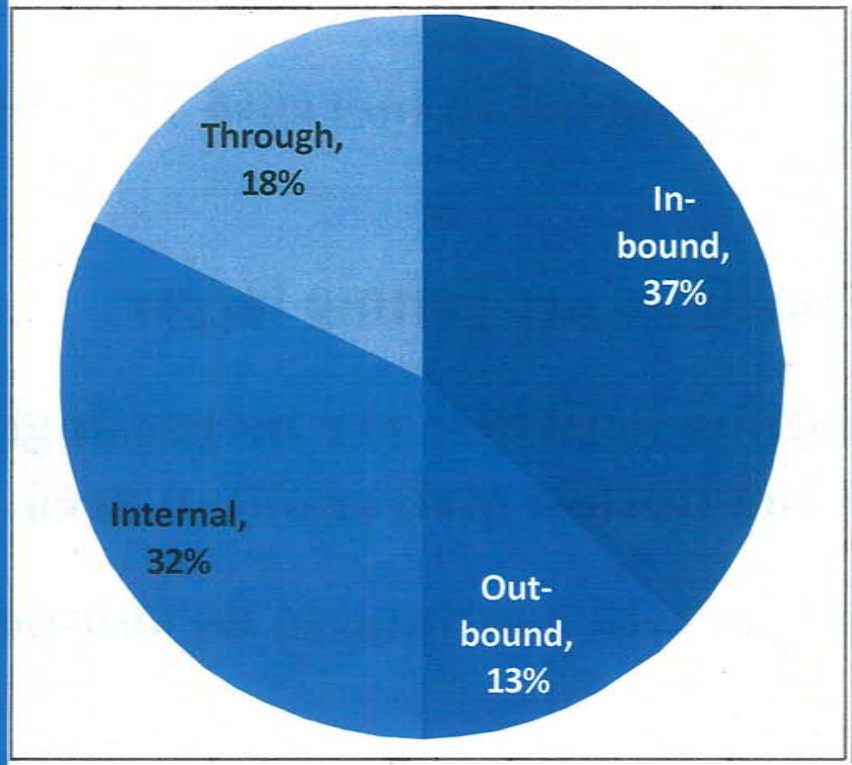
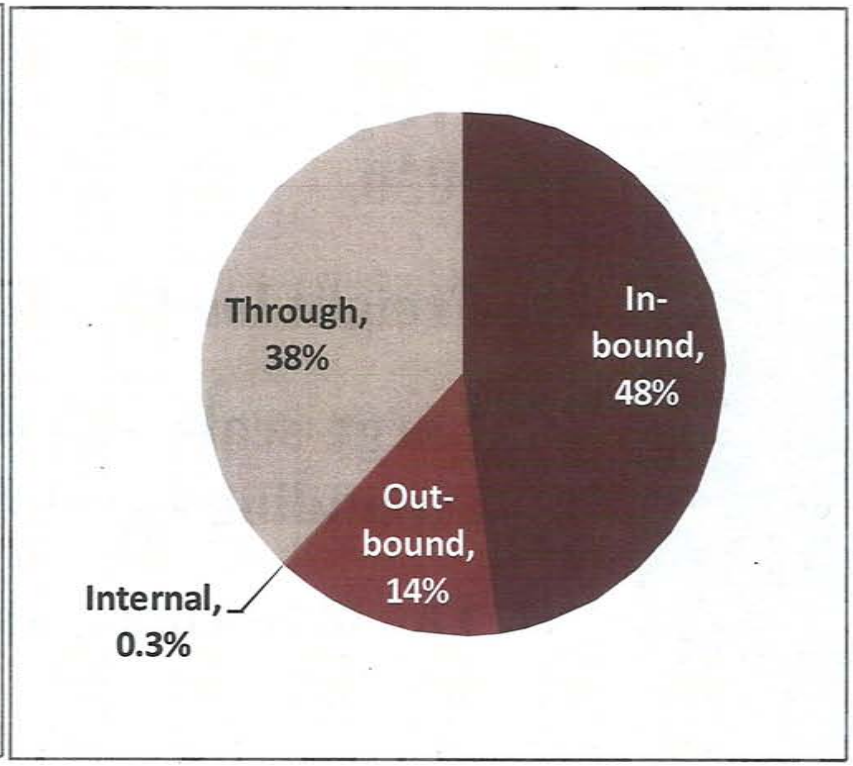
Modal Variations in Shipping

Truck – 239 million tons



Rail – 18 million tons



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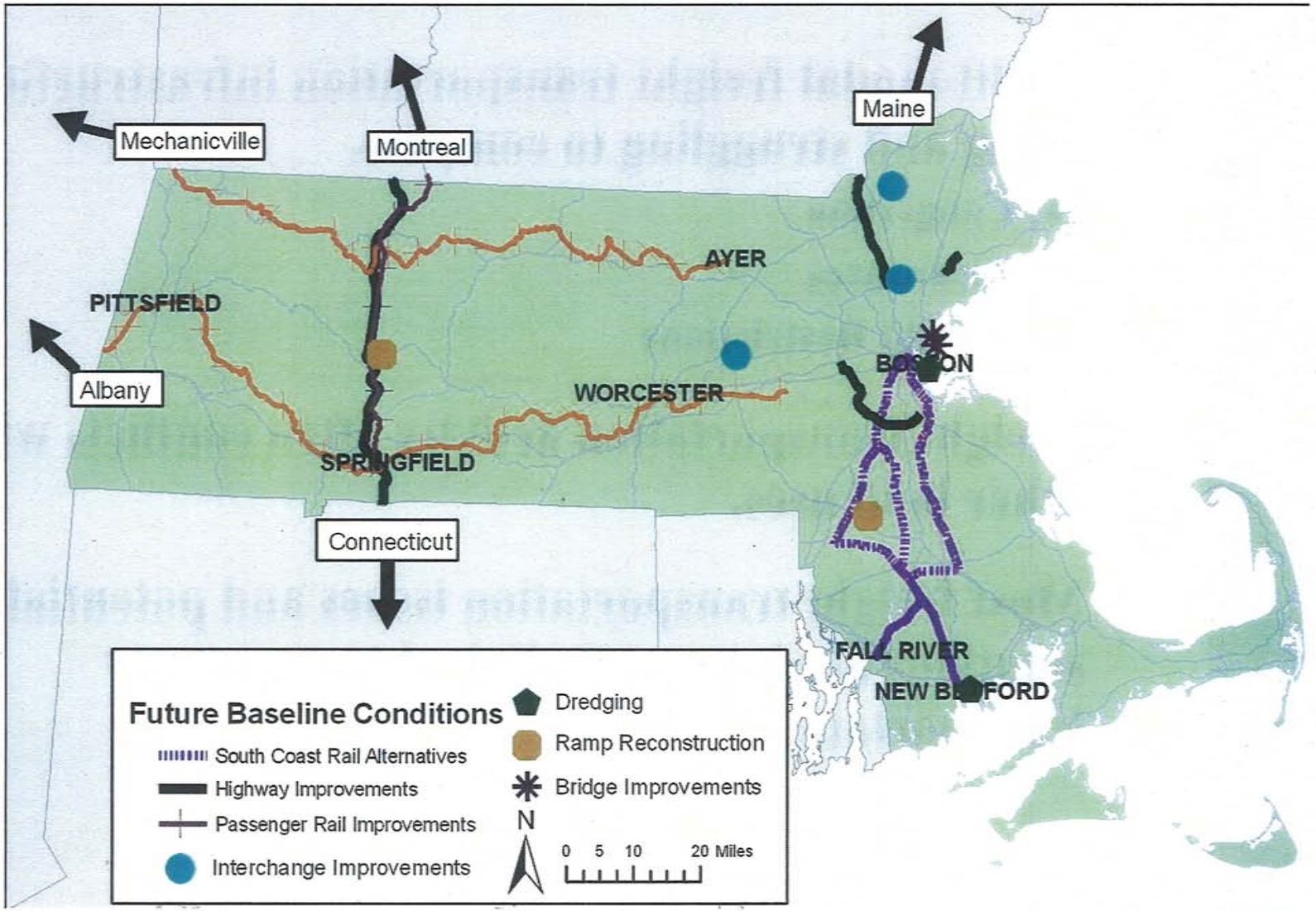
Major Economic & Freight Trends

- Value of manufactured goods is increasing – shift to high-value, low-weight products.
- Freight volumes are projected to increase 70% by 2030.
- Freight loads and facilities are getting larger.
- Large-scale distribution activities are increasingly expanding beyond the Boston metropolitan area.
- The majority of freight will continue to be shipped by truck.

Major Freight Issues & Constraints

- **Multi-modal freight transportation infrastructure is aging and struggling to compete.**
  - **Congestion**
  - **Clearances**
  - **Weight Restrictions**
- **Freight transportation activity often conflicts with other land uses.**
- **Most freight transportation issues and potential solutions are inherently linked to passenger transportation.**

Planned Improvements



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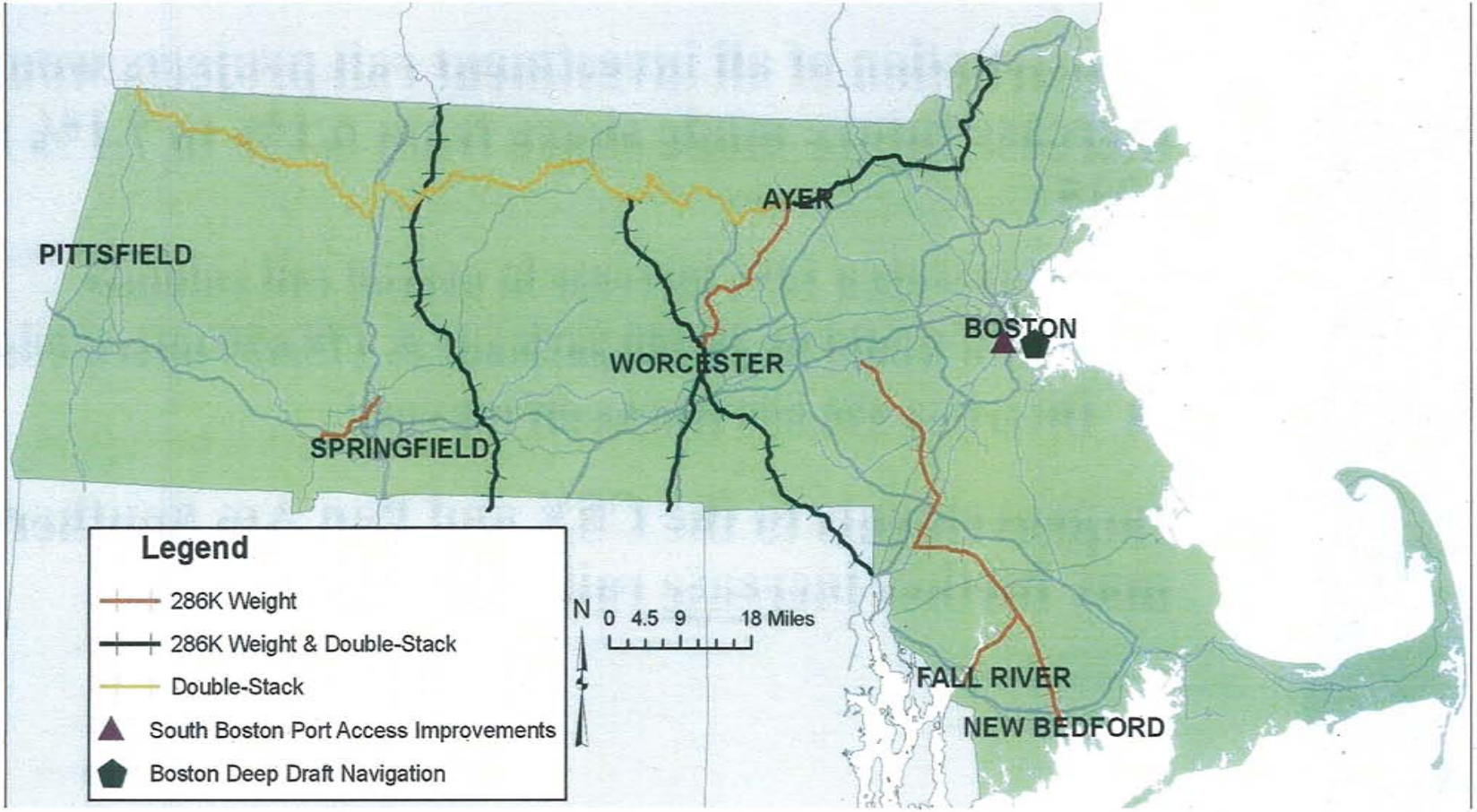
High Return-on-Investment Projects



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Assessment of Modal Shift to Rail

- **Construction of all investment rail projects would increase future mode share from 6.1% to 7.1% by 2035**
  - **Represents a 14% increase in overall rail volumes**
  - **Which would be 26,280 carloads & 175,620 intermodal loads**
  - **Diverting 296,800 trucks off the road**
- **Improvements to the CSX and Pan Am Southern lines may further increase rail mode share**

Policy Issues

- **Land Use Development**
  - Identifying, preserving and facilitating freight-intensive uses in Massachusetts
- **Funding and Financing**
  - Freight must be considered in prioritization of projects
  - Public benefits justify partnering with private companies
  - Industrial Rail Access Program (IRAP)
- **Regulatory Environment**
  - Truck routes, regional multi-modal planning, etc.

Project Timeline

State Freight Plan

March – Final Round of Regional Meetings

September 21st – Final Plan Issued

State Rail Plan

September 3rd – Draft Rail Plan Released

September 16th – Public Hearing on Draft Plan in Worcester

September 24th – Comments on Draft Plan Due

September 30th – Final Plan Issued

Massachusetts Department of Transportation

Freight Priorities for the 2010 Regional Transportation Plans
May 2010

Massachusetts State Freight & Rail Plan

The Massachusetts *State Freight and Rail Plan* provides a comprehensive evaluation of the Commonwealth's freight transportation system, its operations, and its effect on economic development and quality of life. After a thorough technical analysis and a comprehensive stakeholder and public involvement process, MassDOT has completed an evaluation of the existing freight and rail conditions, including an assessment of the state's infrastructure and an analysis of market trends, which identified the following issues and opportunities.

- **Volumes and Freight Mode Split:** The current Massachusetts freight system is heavily reliant on truck mode for freight movement. Freight movement in all modes is projected to increase 70% from existing volumes by 2035.
- **Congestion and Bottlenecks:** *Highway* – High truck volumes contribute to congestion on many major highways and interchanges. *Rail* – Conflicts exist between freight and passenger rail, especially in eastern Massachusetts.
- **Infrastructure Impacts:** *Highway* – Trucking takes a heavy toll on pavement, and requires high design standards for weight and roadway geometry. *Rail* – Low bridge clearances and weight restrictions limit the effectiveness of freight rail. *Maritime* – Port depths and crane capacity create infrastructure challenges for the maritime mode.
- **Intermodal Connections:** Improved connections between modes (highway, rail, air and maritime), especially "last-mile" connections, would improve freight operations. Industrial land preservation is needed in strategic locations to ensure an efficient intermodal system.
- **Regulation:** *Highway* – Evaluating truck route restrictions need to be clarified and adjusted to better accommodate federal "hours of service" laws.

Based on these identified issues and opportunities, MassDOT has assembled a series of recommended actions that will better support freight and help keep Massachusetts economically competitive. The recommendations focus on implementing better land use development decisions, identifying advantageous freight transportation improvements, and adopting state policies and procedures that will support efficient freight infrastructure and operations.

Land-Use Development – Land use and transportation are integrally connected; this is true of freight as well as passenger transportation. Implementing changes to land use in Massachusetts will require close coordination with multiple state agencies such as the Executive Office of Housing and Economic Development (EOHED) and the Executive Office of Energy and Environmental Affairs (EOEEA) along with the regional planning agencies, local cities and towns. The following recommended actions would help to establish a framework for this cooperation and institute policies and procedures to support a freight system that serves Massachusetts efficiently and effectively.

- **Develop a Freight-Intensive Land Use Policy** – This policy would define criteria and process for identifying parcels of strategic importance for freight-intensive use.
- **Develop a Statewide Inventory of Sites** – The Commonwealth should establish an inventory of sites suitable for large-scale freight uses such as intermodal and/or large distribution facilities. The inventory should also identify a second tier of smaller sites that have good multi-modal transportation access. This inventory would be a resource for private companies and facilitate economic development.
- **Develop an Industrial Rail Access Program** – Several states have industrial rail access programs (IRAPs), which are designed to allow cost sharing among the public sector, rail carrier, and shipper for the creation or upgrade of a rail switch or siding. Such a cost sharing program recognizes that

facilitating greater rail freight shipments and greater rail access for local businesses have a wide range of benefits: economic development and environmental improvement for the public, reduced shipping costs for businesses, and business development for rail carriers.

- **Freight-Intensive Land Use Development and Preservation** – Current MGL Chapter 40 programs do not include explicit considerations for the range of freight activity required to support and sustain many of the identified economic trends in the state. Therefore, MassDOT recommends that legislation be adopted to allow for an "Industrial Incentive Area" statute which would be similar to MGL Chapter 40L, "Agricultural Incentive Areas."
- **Pre-Review of Freight-Intensive Development under MEPA** – This would help streamline the environmental process for major freight-intensive developments such as a freight villages or distribution centers by developing the framework for a Generic EIR that anticipates key impacts related to these types of development (footprint, traffic, wastewater, etc.).

Funding and Financing Issues – A critical element of improving the state's freight transportation infrastructure is determining appropriate funding sources and mechanisms to pay for proposed improvements. Key issues related to project funding include:

- Greater consideration of goods movement in regional transportation planning and project prioritization;
- Assessment of freight sector benefits and impacts in making multi-modal transportation investments;
- Identification of federal funding opportunities for improvement of transportation infrastructure that can enhance freight operations, and preparation of projects in order to best take advantage of such funding; and
- Increased public-private partnership opportunities and funding, especially in light of the study analyses that show both public and private economic benefits to most freight infrastructure projects.

Incorporating Freight into the Regional Transportation Plans

With the passage of SAFETEA-LU, MPOs were encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation, including planned growth, economic development, environmental protection, airport operations, and freight movement. The *State Freight and Rail Plan* will provide the MPOs with a guiding vision for the state freight and rail system. Each MPO should incorporate the issues and recommendations from the Plan into the latest versions of their Regional Transportation Plans. Each region should include in its Regional Transportation Plan a profile of the freight network in the region, and use this as a tool to inform its transportation planning activities. The following are freight-related factors to be considered:

- **Infrastructure Constraints** – Identify low clearance bridges, structurally deficient/posted bridges and major congestion points.
- **Truck Routes** – Identify major truck routes and their condition, any change in trucking trends along the routes, and any truck exclusions.
- **Truck Parking** – Identify major truck parking facilities and their utilization, illegal truck parking areas, and any idling/emissions reductions strategies.
- **Railroads** – Include an inventory of active railroad lines and their operation characteristics, rail/highway at-grade crossings, and any rail quiet zones.
- **Rail Facilities** – Include an inventory of inter-modal yards, rail served industrial/business parks and the supporting infrastructure connections.
- **Port Facilities** – Iinclude an inventory of major port facilities, the supporting industrial/business parks and supporting infrastructure connections.
- **Major Freight Land-Uses** – Identify inter-modal facilities, major distribution centers and warehouses, etc. and their infrastructure connections.

Freight in Massachusetts

Massachusetts Department of Transportation
Informational Briefing – May 2010

The freight system in Massachusetts provides critical infrastructure and operations that benefit both businesses and residents. Efficient, cost-effective freight movement is an important element of economic competitiveness, especially as domestic and global trade continues to expand. Massachusetts is in the final stages of completing the State Freight Plan which provides a comprehensive evaluation of the Commonwealth's freight transportation system, its operations, and its effect on economic development and quality of life.

Key Findings of the State Freight Plan

Freight transportation is vital to the Massachusetts economy. Massachusetts, with its relatively high per capita income is increasingly reliant on the delivery of consumer goods via the freight system and distribution centers. The transportation and logistics sector in Massachusetts employs approximately 122,000 people moving 278 million tons of freight which produces $13.7 billion in economic output. In addition, many businesses, such as manufacturing, warehousing, distribution, and agriculture, rely on competitive freight shipments every day to ship and receive goods. It is estimated that 31% of all jobs in Massachusetts are "freight-dependent."

Massachusetts is more heavily reliant on trucks and maritime shipping and less on rail shipping than the U.S. as a whole. Massachusetts moves 87.2% of its freight tonnage by truck and 7.5% of it by maritime shipping which exceeds the respective national shares, but moves only 5.0% of freight tonnage by rail. Air freight is a very small share of modal movements by tonnage, at 0.1% for both Massachusetts and the United States, but is very important to the time sensitive high-tech manufacturing economy.

The largest freight flow is between the New York City metropolitan area and Massachusetts. Approximately 12.6 million tons is shipped to Massachusetts per year with a modal share of 77% by truck, 22% by water, and only 1.2% is by rail. The reverse flow (Massachusetts to New York area) is 11.1 million tons with over 95% shipped by truck.

The multi-modal freight transportation infrastructure is aging and struggling to compete. Massachusetts' older infrastructure is in need of improvement to accommodate the larger, more cost-efficient loads that are becoming the standard in the freight industry, but support for funding freight transportation improvements has traditionally been challenging. As examples:

- Of 5,018 bridges in the state, 2,572 are either structurally deficient or functionally obsolete while traffic congestion and delay continue to grow with over 93 million hours of person-delay on the highways.
- Many of the state's freight rail corridors lack either 286,000 pound weight on rail capacity and/or second generation double-stack capacity (20'-8") – critical capacity factors for competitiveness – and lack the capital funds to make those improvements.
- The state's seaports are seeking funding to deepen the port navigational depths for greater domestic and international shipping opportunities, as well as improving truck and rail access to their facilities.

Based on these findings, the Plan focused its recommendations on projects that aid in freight diversion from trucking to rail and the other transportation modes through upgrading of the existing system. Moving additional goods by these modes will benefit Massachusetts by creating a more robust, resilient, multi-modal freight network; providing a competitive economic environment for businesses; and improving air quality in the region. The analyses included in the plan also indicate that investment in private freight assets can have worthwhile public benefits; the Plan therefore encourages investigation of public/private partnerships to finance improvements, as well as incentives to preserve freight land uses.

From the Massachusetts Amendments to the MUTCD & the Standard Municipal Traffic Code – 2003 Edition

Section 11A-9 Heavy Commercial Vehicle Exclusion

A truck exclusion from a municipal way may be authorized provided a suitable alternate route is available. The alternate route shall have an effective width and pavement structure which can safely accommodate the additional truck traffic. In addition the alternate route must meet one of the following conditions:

(1) Lie wholly within the community making application,
(2) Lie partially in an adjacent community but only on State Highway, or
(3) Lie partially in an adjacent community but have the adjacent community's written approval.

An engineering study, as outlined in the Data requested below, must be made. In addition, one or more of the following may be sufficient justification for truck exclusion:

1. Warrants

A. A volume of heavy commercial vehicles, which usually is in the range of five (5) to eight (8) percent, reduces the utilization of the facility and is cause for a substantial reduction in capacity or safety.

B. The condition of the pavement structure of the route to be excluded indicates that further repeated heavy wheel loads will result in severe deterioration of the roadway. (subject to Department review)

C. Notwithstanding the foregoing, in certain instances where land use is primarily residential in nature and a municipality has requested exclusion only during hours of darkness, a specific night exclusion may be granted.

2. Data

Before the Department can consider an exclusion proposal, the following data must be submitted by the municipality:

A. A twenty-four hour consecutive count of all vehicles using the subject street. (If the exclusion is requested for only twelve hours, a twelve-hour count will suffice.) The count shall be broken into one-half hour intervals showing:

(1) Commercial vehicles with a carrying capacity over 2½ tons
(2) Other vehicles

B. Map of the area, with the excluded street marked in red, the alternate route in green.

C. Physical characteristics of excluded and alternate streets in question, i.e, length, width, type and condition of surface and sidewalk.

D. Types of buildings or property abutting street (Residential, Business, School, Playground, etc).
E. Zoning of Street (Residential, Industrial, etc.).

F. Proximity of probable alternate route to the proposed excluded route and the additional distance to be traveled using the alternate route.

G. Types of traffic control existing on street.

H. Hours during which exclusion is to be in effect.

I. A written statement from the municipality as to the need for the exclusion.

JOB ACCESS AND REVERSE COMMUTE (JARC) PROPOSALS RECEIVED, JULY 2010 SOLICITATION

Applicant	Project Description	Project Type	Total Funds Requested	Match	Total Cost	People or Trips Served Monthly	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners/ Stakeholders	Implementation	Regional Potential	Comment
Greater Attleboro-Taunton Regional Transit Authority (GATRA)	**Norfolk Area Shuttle Service:** Provide low-cost transportation to/from the Norfolk MBTA commuter rail station for low-income and disabled residents and for employees of and visitors to Department of Corrections facilities in Norfolk; same-day transportation to frequently visited destinations; low-cost paratransit service for persons with special needs; employment-centric transportation services for no- and low-income workers from Norfolk and those who work in Norfolk.	Operating	$205,200	$205,200 (Local assessments and state funds)	$410,000	1,612	People with disabilities and low-income workers who need transportation to/from the MBTA commuter rail station and to employment and other opportunities in Norfolk and surrounding communities	Norfolk and surrounding communities	Increase service area	With MBTA commuter rail schedules	Town of Norfolk, Mass. Department of Corrections		Yes	
Massachusetts Human Services Transportation Office (Received first-year funding in 2008)	**Mobility Management Information Network Pilot:** (funding for two years): Build and maintain an online information hub on mobility management and community transportation coordination; create a community transportation outreach and networking component; and initiate planning and technical assistance focusing on transportation barriers and best practices to improve mobility management information sharing and networking.	Capital (Mobility Manage-ment)*	$299,986	$75,089 (In-kind services)	$375,075	TBD	The elderly, low-income individuals, and people with disabilities who need support with their mobility, including employment-related transportation	Entire MPO area	Improve communications, travel training, reduce duplication of services through coordination, mobility management	RTA transportation brokers and staff at three state agencies, Community Transportation Teams	MassHealth, Department of Developmental Disabilities, Department of Health, Executive Office of Elder Affairs, Boston Human Service Transportation Area Advisory Council, Work Without Limits	Establish website content framework, load information into site, send out quarterly newsletters, identify policy recommendations, provide training, disseminate findings, assist with best practices integration, evaluate pilot	Yes	Can serve as a resource for other agencies
MetroWest Regional Transit Authority (MWRTA) (Received funding in 2008, 2009, and 2010)	**Transit Technology Suite:** Acquire technology to make possible: communication with and real-time reaction to customers requesting route deviation to areas close to existing routes; and better connections between routes through synchronized transfers.	Capital	$464,000	$116,000 (Toll credits)	$580,000	35,000	Low-income workers	MWRTA service area	Expand service areas and fill gaps	NA	NA	Hire a part-time technology consultant who will procure and install the components and train personnel to use them	Yes	
Total Requested			**$969,186**											
Total Funds Available in UZA**			**$3,047,098**											

*Mobility management is defined by law as an eligible capital expense
**Boston urbanized area

NEW FREEDOM PROPOSALS RECEIVED, JULY 2010 SOLICITATION (page 1 of 3)

Applicant	Project Description	Project Type	Total Funds Requested	Match	Total Cost	People or Trips Served Monthly	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners/ Stakeholders	Implementation	Regional Potential	Comment
Greater Lynn Senior Services (GLSS) (Received grants in 2009 and 2010 for Phases 1 and 2)	**Reaching Beyond Borders: The GLSS Mobility Links Project (Phase 3):** Continue operating a now-expanded Travel Counseling Call Center; maintain and enhance an interactive database of transportation resources across the target region; develop a corps of volunteer drivers who can be matched with underused vehicles operated by various agencies to expand transportation options.	Capital and Operating	$176,483	$88,694 (In-kind services)	$265,177	7,500+	Low-income, senior citizens, people with disabilities	**Core area:** Lynn Lynnfield Nahant Saugus Swampscott **Contiguous area:** Beverly Danvers Marblehead Melrose North Reading Peabody Reading Salem Wakefield **Pilot communities:** Melrose Stoneham Wakefield	Increase hours of operation and service coverage, improve communications, travel training and education, mobility management, reduce duplication through coordination, improve the accessibility of existing services	Mystic Valley Elder Services, Aging Services Access Points Councils on Aging	Independent Living Center of the North Shore and Cape Ann, North Shore Career Center, Mystic Valley Elder Services, Office of State Representative Mary Grant, Lynn Council on Aging	Recruit, train, and support volunteer drivers; educate consumers; market the program	Yes	Serves people who are not covered by other programs; coordinates services across borders
Massachusetts Human Services Transportation Office (Received first-year funding in 2008)	**Mobility Management Information Network Pilot:** (Funding for two years): Build and maintain an online information hub for mobility management and community transportation coordination; conduct community transportation outreach and networking; and provide planning and technical assistance focusing on transportation barriers to improve information sharing and networking.	Capital (Mobility Manage-ment)*	$299,986	$75,089 (In-kind services)	$375,075	TBD	The elderly, low-income, and people with disabilities who need support with their mobility, including employ-ment-related transporta-tion.	Entire MPO area	Improve communications, travel training, reduce duplication of services through coordination, mobility management	Regional transit authority transportation brokers, staff at three state agencies, Community Transportation Teams	MassHealth, Department of Developmental Disabilities, Department of Health, Executive Office of Elder Affairs, Boston Human Service Transportation Area Advisory Council, Work Without Limits	Establish website content framework, load information into site, send out quarterly newsletters, identify policy recommendations, provide training, assist with best practices integration, evaluate pilot	Yes	Can serve as a resource for other agencies
Massachusetts Department of Developmental Services (DDS)	**DDS Self-Advocate New Freedom Transportation Project:** A voucher and volunteer-driver program to provide affordable, timely, reliable, safe, and supportive transportation to individuals with intellectual disabilities.	Operating	$77,090	$77,090 (In-kind services)	$150,090	200	Low-income Individuals with intellectual disabilities	Metropolitan Boston	Create a voucher program	Several human services providers	Massachusetts Advocates Standing Strong (MASS), Massachusetts Human Services Transportation Office, Bay Cove Human Services, Inc.	Over a 10-month period: hire staff, explore voucher and volunteer driver models and recruit drivers, develop outreach and marketing material and reach out to riders	Yes	Provides safe and efficient transportation for people for whom using public transportation is difficult and challenging. Allows the consumer to choose a driver.

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NEW FREEDOM PROPOSALS RECEIVED, JULY 2010 SOLICITATION (page 2 of 3)

Applicant	Project Description	Project Type	Total Funds Requested	Match	Total Cost	People or Trips Served Monthly	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners/ Stakeholders	Implementation	Regional Potential	Comment
MetroWest Regional Transit Authority (MWRTA)	**Expanded Medical Trips** (funding for three years): Provide a shared, one-seat ride for medical trips in the MWRTA service area to locations within a 25-mile radius of the Framingham hub, including Boston, Worcester-area hospitals and rehabilitation centers, as well as to the Veterans Administration Health Care Services in Jamaica Plain and West Roxbury.	Operating	$300,000	$300,000 (Existing service expenditure)	$600,000	128	Low-income, senior citizens, and people with disabilities	Framingham Ashland Holliston Natick Wayland Hopkinton Weston Sudbury Sherborn Marlborough Southborough Boston Worcester	Expand service area	NA	NA	Service would be bid competitively or an existing contract would be expanded	Yes	Provides service scheduled to meet the individual rider's needs, between 7:00 AM and 5:00 PM.
MetroWest Regional Transit Authority (MWRTA)	**Enhanced Client Communication Technology:** Create an enhanced website interface that will allow customers to access their account information and to request and cancel trips when the call center is closed and to receive a confirmation email when a trip is scheduled; install an automated call function that allows the driver to notify the customer five minutes before pickup.	Capital	$450,000	$112,500 (Toll credits)	$562,500	8,240	ADA-eligible individuals	Framingham Ashland Holliston Natick Wayland Hopkinton Weston Sudbury Sherborn Marlborough Southborough	Improve technology and communication	NA	NA	Develop, test, and release the website over an 18-month period	Yes	Gives customers 24/7 access to scheduling and account information
Mission Hill Link	**Mission Hill Link Shuttle Enhancement:** Purchase a vehicle to supplement service; advertise and brand service; enhance service through web-based vehicle tracking, telephone access and kiosks; add stop at a senior housing complex; purchase an automated fare-collection system. Market the service to New England Baptist patients and employees.	Capital	$99,150	$24,878 (From New England Baptist Hospital)	$124,388	1,800-1,950	Low-income, people with disabilities, seniors	Mission Hill, Boston	Increase service coverage, improve communications	New England Baptist Hospital	NE Baptist Hospital, Mission Hill Neighborhood Housing Services, State Representative Jeffrey Sanchez, Boston City Council President Michael Ross		Yes	
New England Chapter Paralyzed Veterans of America (Received funding to buy the vehicle in 2008)	**NEPVA Transportation Program**: Provide transportation to medical appointments and social events for disabled veterans.	Operating	$35,000	$35,000 (In-kind services)	$70,000	100	Veterans with disabilities	Boston metro area	Increase service coverage	NA	NA		Yes	

NEW FREEDOM PROPOSALS RECEIVED, JULY 2010 SOLICITATION (page 3 of 3)

Applicant	Project Description	Project Type	Total Funds Requested	Match	Total Cost	People or Trips Served Monthly	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners/ Stake-holders	Implementation	Regional Potential	Comment
Mystic Valley Elder Services (Received first- and second-year funding in 2008 and 2009)	**Mystic Valley Connect-A-Ride Alliance** (year three): Provide new and expanded demand-response transportation for older adults and adults with disabilities. Support the "Call-A-Ride" Counseling. Complete development of and launch *TRIP Greater North Shore,* to reimburse volunteers to drive individuals who cannot access available transportation and can no longer drive (24 hours a day, seven days a week) to the rider's chosen destination in the Melrose, Wakefield, and Stoneham service area.	Capital (Mobility Manage-ment)8	$115,474	$41,950 (MVES funds)	$157,424	105 people, 400 additional trips	Low-income, people with disabilities, seniors	Everett Malden Medford Melrose North Reading Stoneham Wakefield	Increase service hours and coverage, improve communication, travel training, mobility management	Four Councils on Aging, GLSS	Everett COA, Malden COA, Medford COA, Melrose COA, Reading COA, North Reading COA, Stoneham COA, Wakefield COA, GLSS, Independent Living Center of the North Shore and Cape Ann, Independent Living Partnership	Continue helping to implement the Call-A-Ride Mobility Management program. Launch *TRIP Greater North Shore* to reimburse volunteer drivers	Yes	Coordinates services across service areas. Will allow 24/7 access to transportation.
SCM Community Transportation (Received funding in 2008)	**Cambridge in Motion** (funding for two years): Create a mobility management program to expand and reinforce the one-stop communication center, work to build a broader regional consensus among municipal agencies and transportation service providers, and determine if project findings are applicable in a broader regional setting. Create a travel-training program and develop a mobility management toolkit that can be used by other communities.	Capital (Mobility Manage-ment)	$335,540	$67,090 (In-kind from SCM)	$402,540		Low-income and disabled	Cambridge	Mobility management	Aims to expand the existing coalition to include private services, university transportation services, and TMAs operating within the study area	City of Cambridge, Cambridge Commission for Persons with Disabilities, Cambridge Council on Aging, Cambridge Health Alliance, MBTA Department of System-Wide Accessibility	Build alliances around mobility management during the first year. During second year, conduct outreach, develop materials, provide training, develop toolkit, and expand service area.	Yes	Other communities can use the model.
Total Requested			**$1,888,722**											
Total Funds Available in UZA**			**$2,264,720**											

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**Boston Urbanized Area

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF ENVIRONMENTAL PROTECTION
BUREAU OF WASTE PREVENTION
DIVISION OF CONSUMER AND TRANSPORTATION PROGRAMS

NOTICE OF PUBLIC MEETING

Notice is hereby given that the Massachusetts Department of Environmental Protection (MassDEP), under its authority pursuant to M.G.L. Chapter 111, Sections 142A through 142M, will hold a public meeting pursuant to subsection (7) of 310 CMR 7.36, the Transit System Improvements regulation.

The public meetings will be conducted to receive public comment, both oral and written, on the annual update and status report for transit projects required by 310 CMR 7.36 (2) (f) through (j). The Massachusetts Department of Transportation (MassDOT) submitted the update and status report to MassDEP on July 9, 2010. The public meeting will be held:

On:	Wednesday, September 8, 2010 from 4:00 to 6:00 PM. The public meeting will be extended after 6:00 PM as needed to allow for all interested parties to present testimony.
At:	Washington Street Conference Center, 2nd Floor, Rooms A, B, & C MassDEP One Winter Street Boston, Massachusetts 02108

The public meeting site is wheelchair accessible. This information is available in alternative format upon request by contacting Donald M. Gomes, DEP's ADA coordinator, at (617) 556-1057. TDD Service 1-800-298-2207, One Winter Street, Boston, MA 02108.

Testimony may be presented orally and/or in writing at the public meeting. Written testimony will be accepted until 5:00 PM on Wednesday, September 15, 2010. Written testimony must be submitted to: Kate Fichter, Massachusetts Department of Transportation, Office of Transportation Planning, Room 4150, Ten Park Plaza, Boston, MA 02116.

Copies of the update and status report will be available for inspection during normal business hours at MassDEP, One Winter Street, Boston, MA. In addition, the report will be available on EOT's website at: http://www.eot.state.ma.us/

By order of the Department.
Laurie Burt, Commissioner