



VIRTUAL

MEETING

Boston Region Metropolitan Planning Organization

February 1, 2024



VIRTUAL

MEETING

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如果需要使用其它语言了解信息，请联系波士顿大都会规划组织 (Boston Region MPO) 《民权法案》第六章专员，电话 857.702.3700。

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Kreyòl Ayisyen (Haitian Creole)

Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Boston Region MPO Title VI la nan nimewo 857.702.3700.

Español (Spanish)

Si necesita esta información en otro idioma, por favor contacte la Boston Region MPO al 857.702.3700.

Português (Portuguese)

Caso estas informações sejam necessárias em outro idioma, por favor, contate o MPO da Região de Boston pelo telefone 857.702.3700.

Tiếng Việt (Vietnamese)

Nếu quý vị cần thông tin này bằng một ngôn ngữ khác, vui lòng liên lạc Boston Region MPO theo số 857.702.3700.

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Guidelines

1. All participants will join the meeting with muted microphones.
2. Please rename yourself to include your first name, last name and affiliation.
3. After roll call, Board members may mute and unmute themselves. Always remain muted unless actively speaking.
4. To participate in the discussion, please select the “raise hand” function. Find this by clicking either on the “Participants” button at the bottom of the screen, and a window will pop up with a “Raise Hand” button at the bottom, or the “Reactions” button in the toolbar. The Chair will then call on participants.
5. If you are on the phone, you can use *9 to raise your hand.
6. If you have any technical difficulties, please contact Judy Taylor via the chat box, jtaylor@ctps.org or 857.702.3704.



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Accessibility Statement

This meeting is accessible to people with disabilities. Zoom products are compliant, with exceptions, with the following standards: Web Content Accessibility Guidelines 2.1 Level AA Standards and Revised Section 508 Standards.

If you require any additional accommodations in order to participate fully in this meeting, please contact Judy Taylor, MPO staff, at jtaylor@ctps.org or 857.702.3704.

February 1, 2024

AGENDA

1. **Introductions**
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: December 7, 2023, Meeting Minutes
8. Action Item: Work Scope: MBTA 2024 and 2025 Title VI Program Monitoring
9. Action Item: Roadway Safety Performance Targets
10. Action Item: FFY 2024 UPWP Amendment One
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12. Bicycle and Pedestrian Count Database Update
13. Update on MBTA Sources of Community Value
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15. Members' Items

Introductions



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Chair's Report



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Executive Director's Report



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Executive Director's Report

- Staffing Update
- In-person Meeting Dates
- Today's Agenda
- Next Meeting

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In-person Meeting Dates

- March 21, 2024
- April 4, 2024



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Today's Agenda

- Four action items
 - Work Scope: MBTA 2024 and 2025 Title VI Monitoring
 - Roadway Safety Performance Targets
 - Federal Fiscal Year (FFY) 2024 Unified Planning Work Program Amendment One
 - FFYs 2024–28 Transportation Improvement Program Amendment Three

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Today's Agenda

- Three presentations
 - Bicycle and Pedestrian Count Database Update
 - Update on MBTA Sources of Community Value
 - Massachusetts Association of Regional Planning Agencies (MARPA) Information Dissemination

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Next Meeting

- February 15, 2024 (virtual)



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Public Comments



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Committee Chairs' Report



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Regional Transportation Advisory Council Report



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Action Item: December 7, 2023, Meeting Minutes

Vote to approve these meeting minutes

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Action Item: Work Scope: MBTA 2024 and 2025 Title VI Program Monitoring

Bradley Putnam, MPO Staff

Presentation, discussion, and expected vote to approve this work scope

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Action Item: Roadway Safety Performance Targets

Sam Taylor, MPO Staff

Presentation, discussion, and expected vote to approve calendar year 2024 roadway safety performance targets

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CY 2024 Roadway Safety Performance Targets

February 1, 2024

Sam Taylor, MPO Staff

Boston Region Metropolitan Planning Organization

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Presentation Overview

- Performance-based Planning and Programming (PBPP) Overview and Upcoming Activities
- Overview of Roadway Safety Performance Measures
- Roadway Safety Trends and Commonwealth Targets
- Future Targets and Engagement
- Questions and Requested Action: Vote to Adopt Calendar Year (CY) 2024 Roadway Safety Performance Targets

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Federal Performance Measures and Targets

Two-Year and Four-Year Targets

Annual Targets



Bridge and
Pavement
Condition



Travel Time
Reliability



CMAQ
Congestion



Tailpipe
Greenhouse
Gas Emissions



Roadway
Safety



Transit
Safety



Transit
Asset
Condition



Set by the end
of July 2024.

Set by the end
of February
2024.

Set by the end
of March 2024.

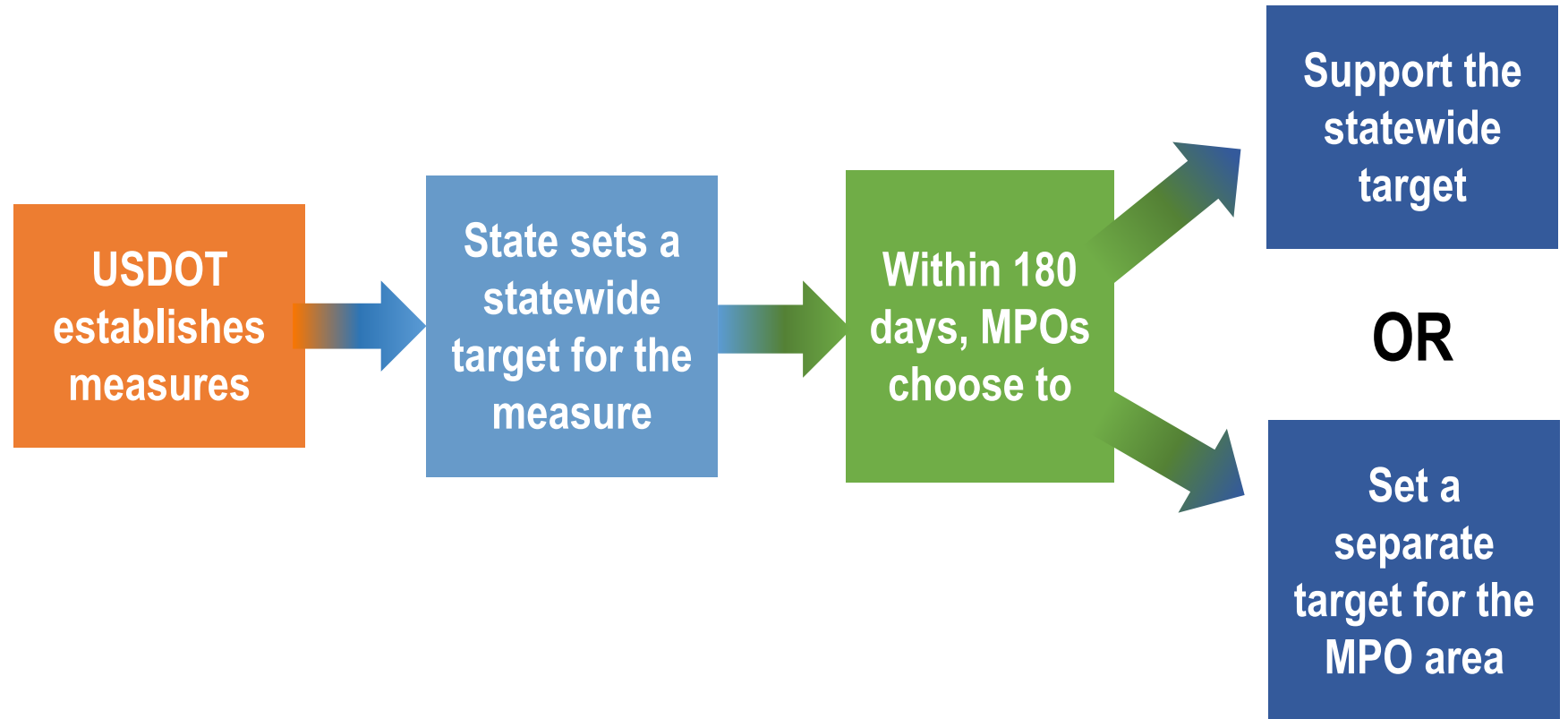
Set by the end
of March 2024.

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Target-Setting Process



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MPO = Metropolitan Planning Organization. USDOT = US Department of Transportation.

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Requested MPO Action

Vote to support the Massachusetts Department of Transportation's (MassDOT) CY 2024 roadway safety targets

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Roadway Safety Performance Measures

Performance Measure (five-year rolling average)

Number of fatalities

Rate of fatalities per 100 million VMT

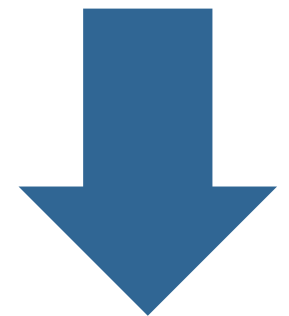
Number of serious injuries

Rate of serious injuries per 100 million VMT

Number of nonmotorized fatalities and nonmotorized serious injuries

VMT = Vehicle-Miles Traveled.

**Long-term goal:
Achieve zero for
all measures**



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Proposed Commonwealth CY 2024 Targets

Performance Measure	MA CY 2-Year Target (2020–24)	MA CY 4-Year Target (2022–26)	MA Long-Term Target
Number of fatalities	377	362	0.00
Rate of fatalities per 100 million VMT	0.61	0.54	0.00
Number of serious injuries	2,708	2,603	0.00
Rate of serious injuries per 100 million VMT	4.36	3.91	0.00
Number of nonmotorized fatalities and nonmotorized serious injuries	445	435	0.00

CY = calendar year. MA = Massachusetts. VMT = Vehicle-Miles Traveled.

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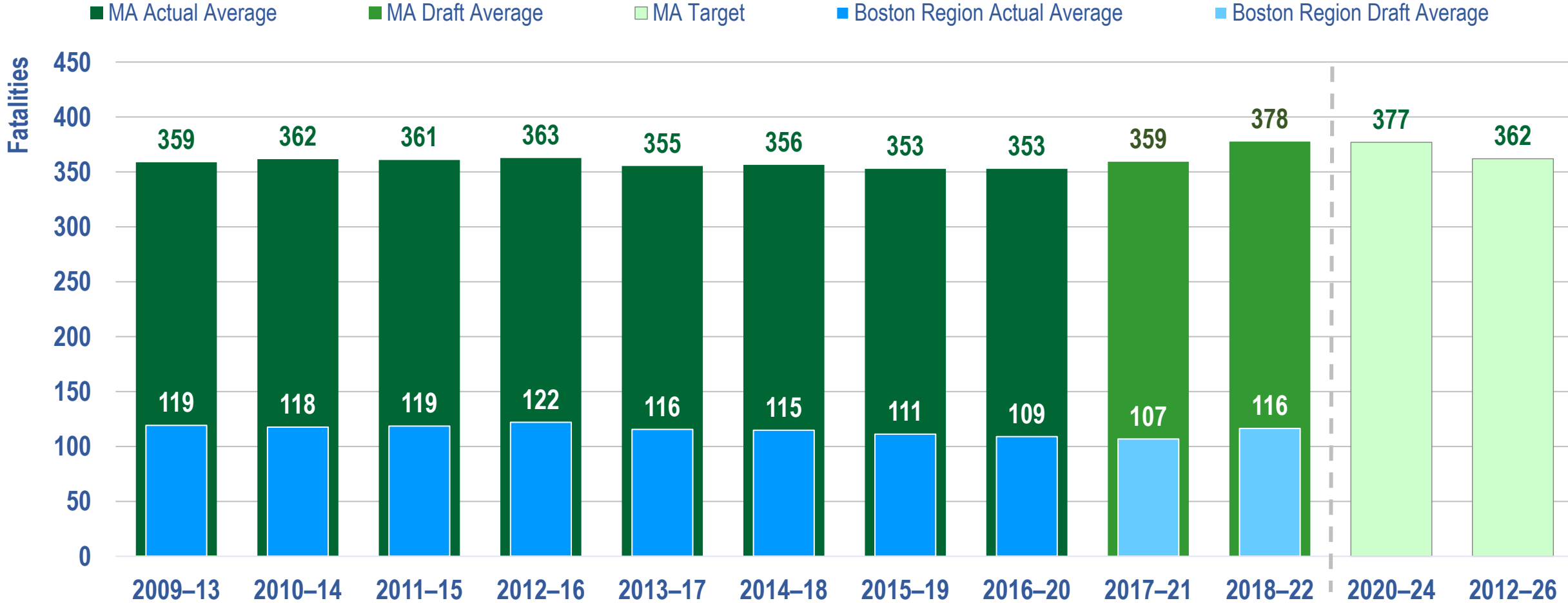
Key Takeaways

MassDOT and Executive Office of Public Safety and Security have proposed CY 2024 roadway safety targets that respond to recent trends while considering current and future programming

- The two-year targets for all five measures are less aggressive than the 2023 targets approved last year
- Targets get more aggressive over time
- Targets assume increases in 2022 fatalities and serious injuries, and decrease in 2023
- States must meet targets or make significant progress on four of five measures

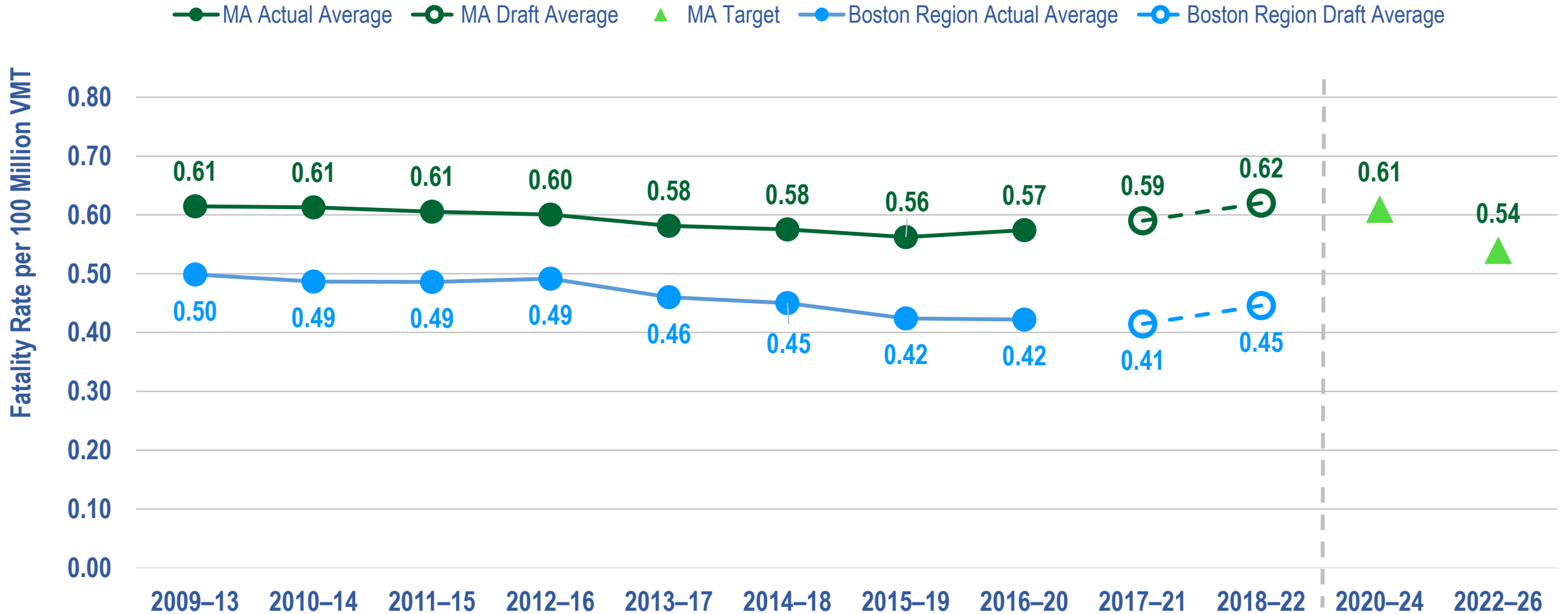
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Number of Fatalities



MA = Massachusetts.
 Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, Boston Region Metropolitan Planning Organization Staff.

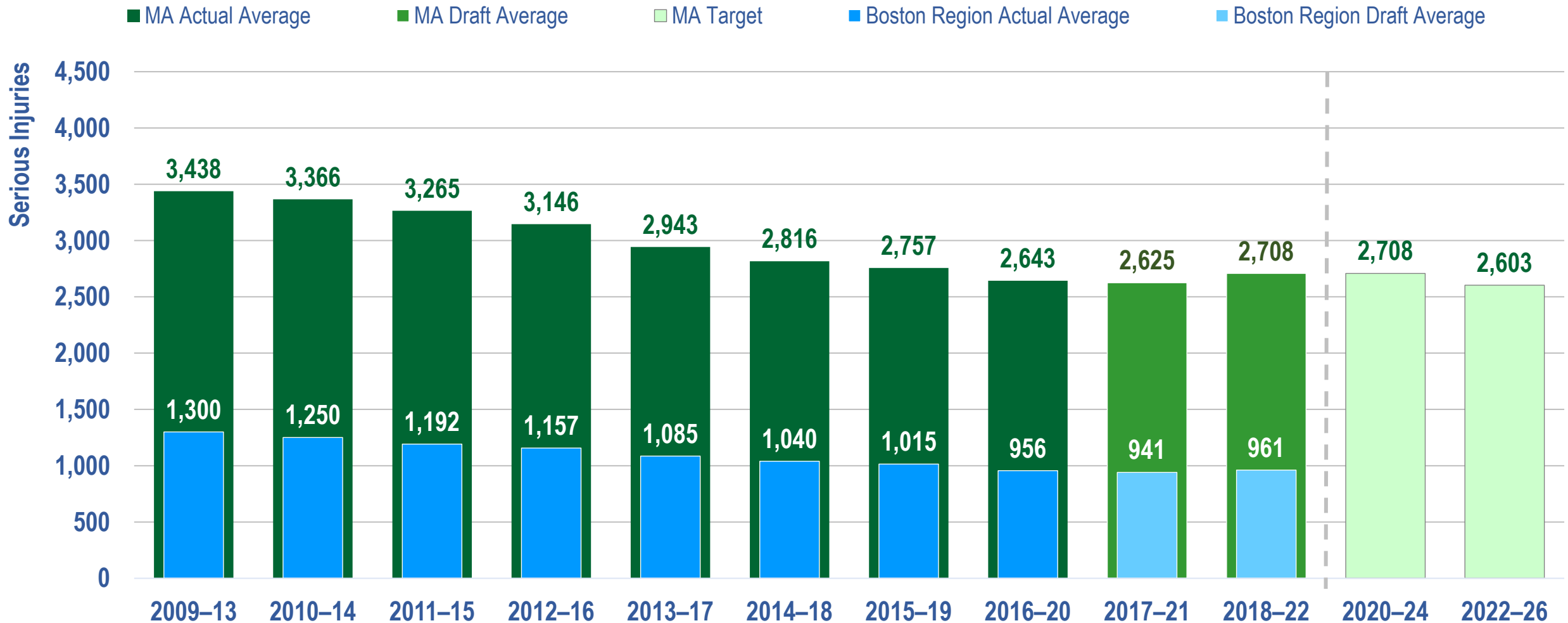
Fatality Rate per 100 Million VMT



MA = Massachusetts. VMT = Vehicle-Miles Traveled.

Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, Boston Region Metropolitan Planning Organization Staff.

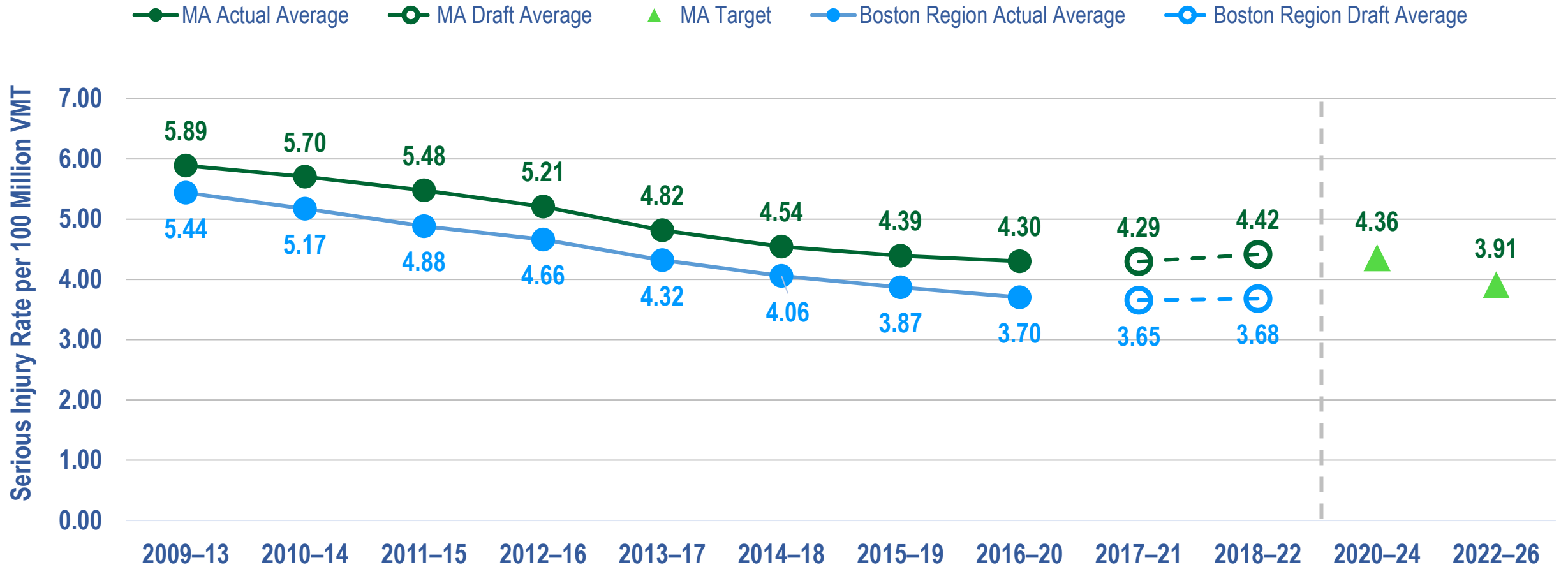
Number of Serious Injuries



MA = Massachusetts.

Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, Boston Region Metropolitan Planning Organization Staff.

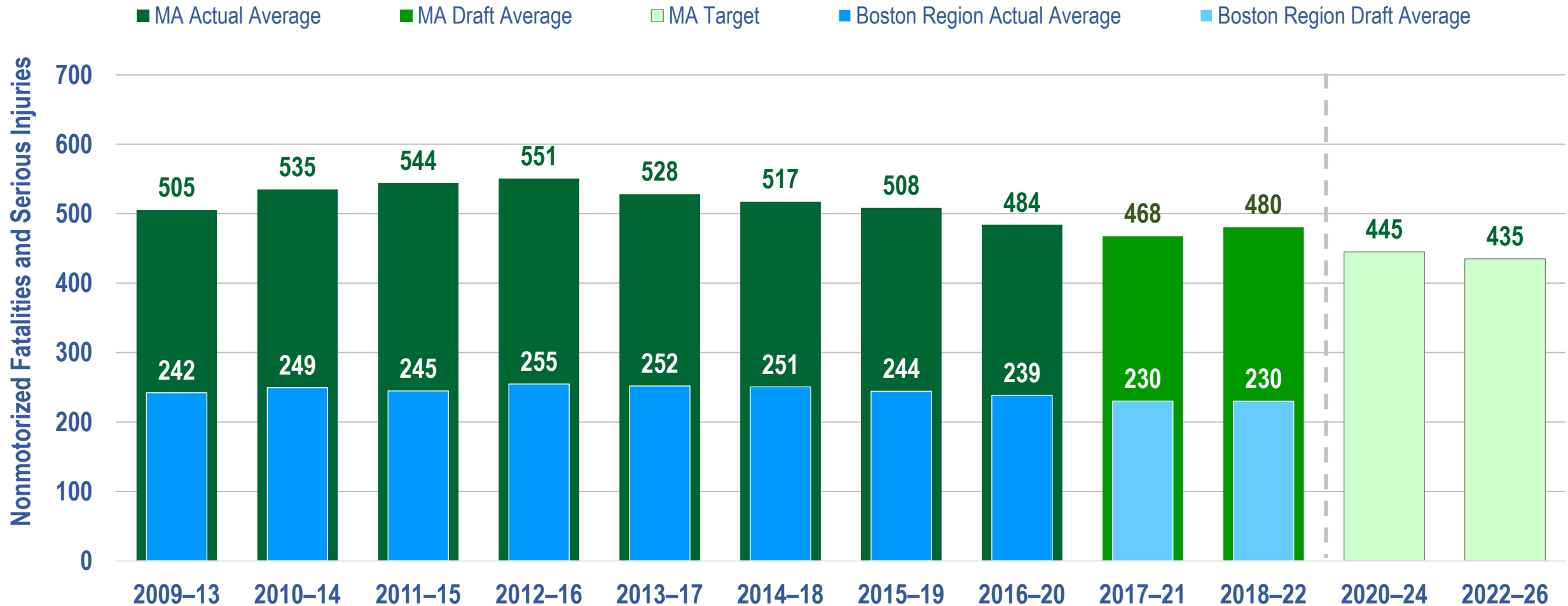
Serious Injury Rate per 100 Million VMT



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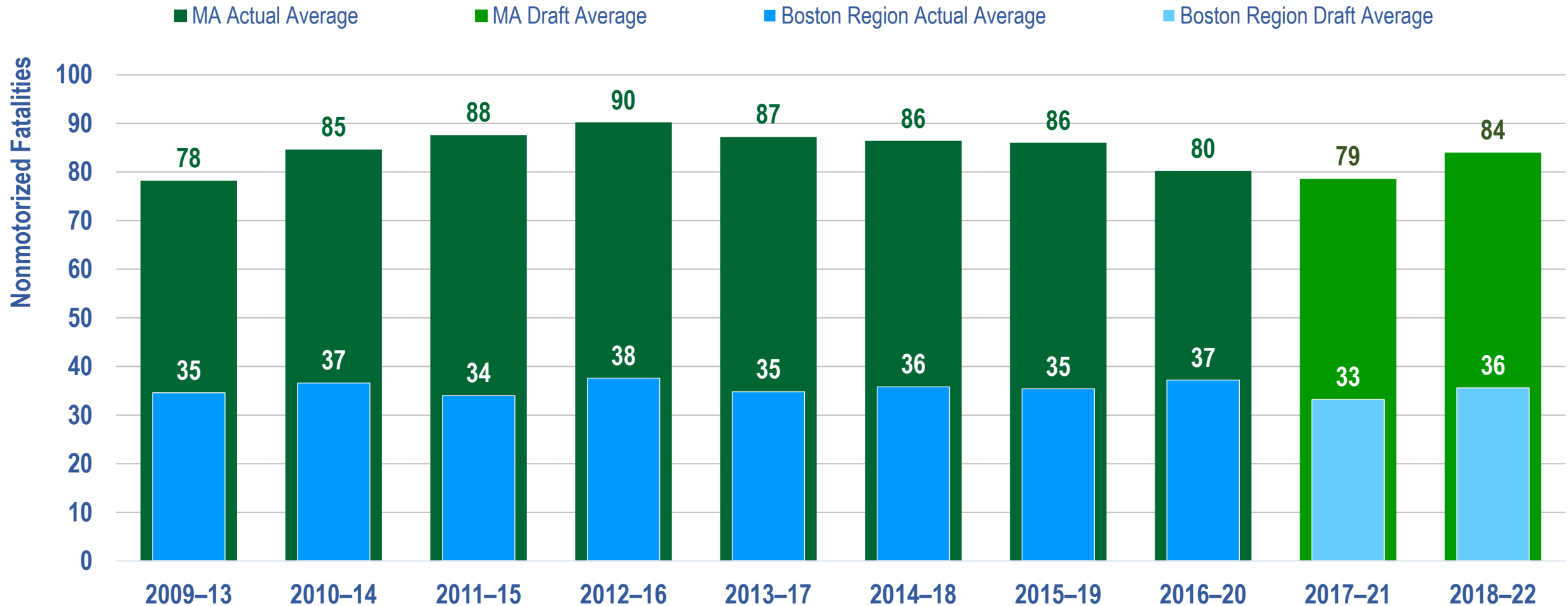
Number of Nonmotorized Fatalities and Nonmotorized Serious Injuries



MA = Massachusetts.

Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, Boston Region Metropolitan Planning Organization Staff.

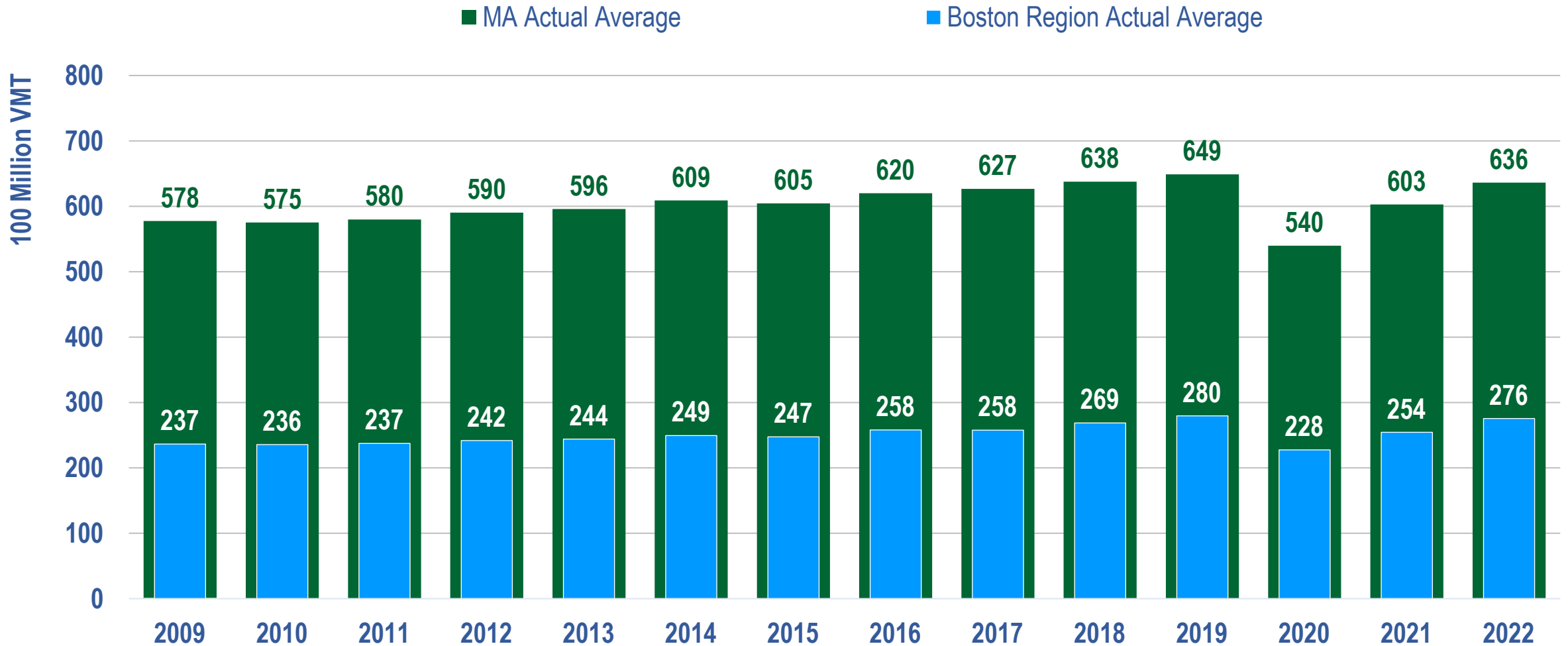
Number of Nonmotorized Fatalities



MA = Massachusetts.

Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, Boston Region Metropolitan Planning Organization Staff.

Annual Vehicle-Miles Traveled



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Recent Safety Trends

- Lingered effects of pandemic-related driving behavior
 - Reduced VMT
 - Higher speeds
- Continued worsening of motorcycle-involved outcomes
- Increase in percentage of fatalities that were Vulnerable Road Users (VRU) or people walking and rolling



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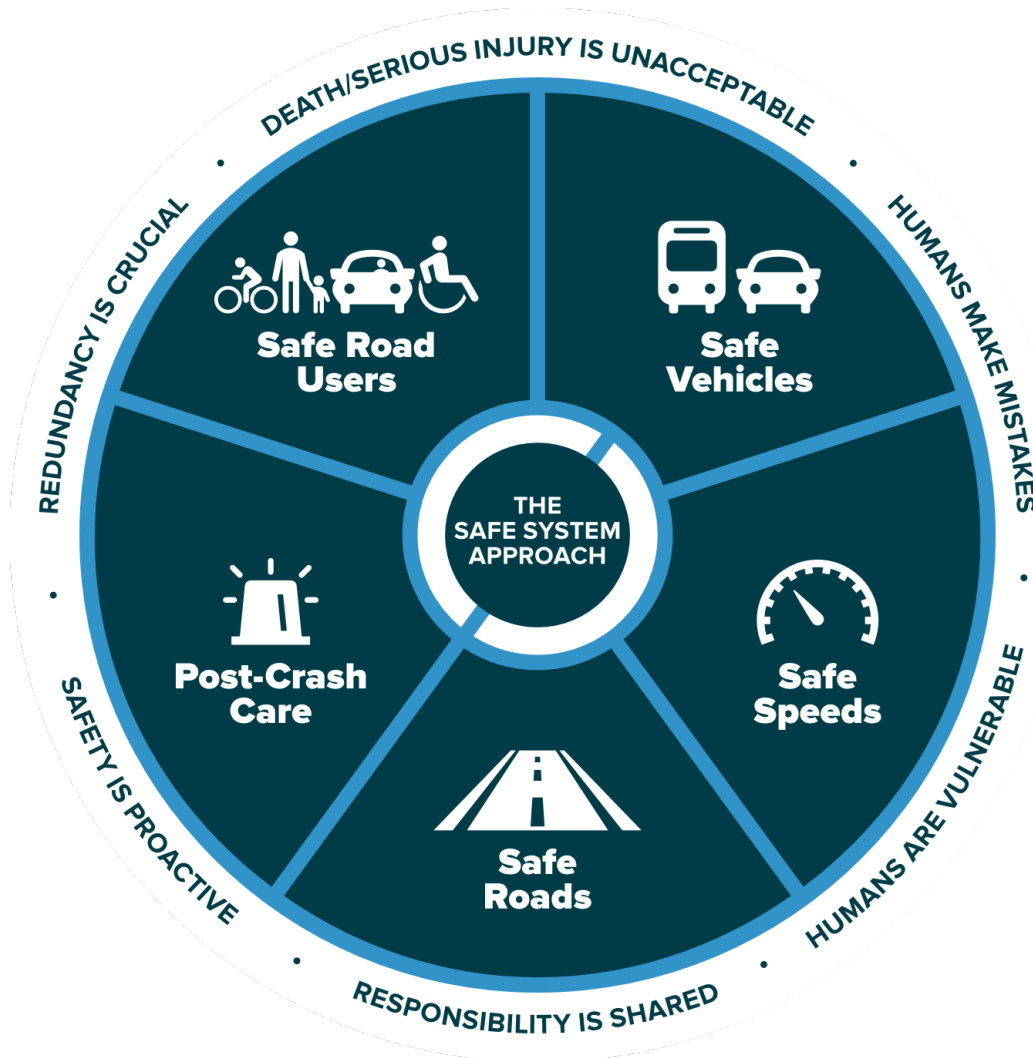
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Opportunities

- Implementation of Massachusetts' next Strategic Highway Safety Plan (SHSP)
- VRU assessment
- Rollout of new safety-related provisions and opportunities through the federal Bipartisan Infrastructure Law
- Vision Zero Action Plan
- Addition of Vision Zero Planner

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Vision Zero Action Plan



Boston Region MPO and MAPC received grant funding from USDOT to create a regional Safety Action Plan

- Will adopt Safe Systems Approach
- Will work toward regional Vision Zero goal
- Offers opportunity for longer term goal setting

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Future Engagement on Roadway Safety Targets

- Today's vote is to adopt MassDOT's targets and work toward achieving those goals within the region
 - As PBPP and Vision Zero efforts materialize, region may be able to adopt separate targets
 - While Boston Region typically achieves better outcomes than the statewide average on required Roadway Safety metrics, MPO has ability to choose more ambitious targets
 - Adopting unique regional targets would be more staff intensive than our current efforts, including establishment of earlier VMT estimate
 - As such, this is a condition on which staff would like to engage the Board well in advance of 2025 Roadway Safety Target setting meeting

Technical difficulties?
Call Judy Taylor at 857.702.3704 or
email jtaylor@ctps.org.

February 1, 2024

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Requested MPO Action

- Vote to support MassDOT's CY 2024 roadway safety targets
 - Report MassDOT targets in MPO planning documents
 - Work collaboratively to plan and program projects to achieve targets

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Back-up Slides

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Proposed Commonwealth CY 2024 Targets

Performance Measure	MA CY 2-Year Target (2020–24)	MA CY 4-Year Target (2022–26)	MA Long-Term Target
Number of fatalities	377	362	0.00
Rate of fatalities per 100 million VMT	0.61	0.54	0.00
Number of serious injuries	2,708	2,603	0.00
Rate of serious injuries per 100 million VMT	4.36	3.91	0.00
Number of nonmotorized fatalities and nonmotorized serious injuries	445	435.0	0.00

CY = calendar year. MA = Massachusetts. VMT = Vehicle-Miles Traveled.

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Past, Current, and Proposed Targets

Performance Measure	CY 2019 (2015–19)	CY 2020 (2016–20)	CY 2021 (2017–21)	CY 2022 (2018–22)	CY 2023 (2019–23)	CY 2024 (2020–24)
Number of fatalities	353.00	347.00	339.00	340.00	355.00	377.00
Rate of fatalities per 100 million VMT	0.58	0.56	0.55	0.56	0.59	0.61
Number of serious injuries	2,801.00	2,689.00	2,580.00	2,504.00	2,569.00	2,708.00
Rate of serious injuries per 100 million VMT	4.37	4.30	4.23	4.11	4.25	4.36
Number of nonmotorized fatalities and nonmotorized serious injuries	541.00	505.40	506.00	471.00	437.00	445.00

CY = calendar year. VMT = Vehicle-Miles Traveled.

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Action Item: Federal Fiscal Year (FFY) 2024 Unified Planning Work Program (UPWP) Amendment One

Srilekha Murthy, MPO Staff

Presentation, discussion, and expected vote to endorse FFY 2024 UPWP Amendment One

*Technical difficulties?
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email jtaylor@ctps.org.*





FFY 2024 UPWP Amendment One

February 1, 2024

Srilekha Murthy

Boston Region Metropolitan Planning Organization

February 1, 2024

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FFY 2024 UPWP Amendment One

- Amendment One extends \$112,000 in deobligated PL funds (combined with a \$28,000 state match to total \$140,000) for two major UPWP line items
- Please refer to memo, table, and redlined version of FFY 2024 UPWP for a more detailed explanation

Amount	Item and Chapter
\$110,000	UPWP Direct Support (Chapter 5)
\$30,000	Computer Resource Management (Chapter 5)

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FFY 2024 UPWP Amendment One

Items within UPWP Direct Support include:

Amount	Description
\$10,000	Review of Accessibility Practices
\$25,000	Plan for Model Network
\$50,000	Information Technology Strategy Development
\$25,000	Migrating to New Operating System

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FFY 2024 UPWP Amendment One

Items within Computer Resource Management include:

Amount	Description
\$30,000	Procuring part-time labor support for agency website management

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FFY 2024 UPWP Amendment One

- Amendment One increases the FFY 2024 UPWP Budget by \$140,000
 - Funds are extended FFY 2023 funds, or “carryover”
 - Therefore, no negative impact to work currently programmed in FFY 2024 UPWP
- Waiver of public comment period
 - While this amendment proposes a change of more than 25% of an existing line item's budget, we are asking this board to waive the public comment period so MPO staff can access these funds as quickly as possible to complete work during this federal fiscal year

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FFY 2024 UPWP Amendment One

Today

- Asking for a vote to waive the 21-day public comment period and endorse Amendment One as presented

Technical difficulties?
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Questions?



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Action Item: FFYs 2024–28 Transportation Improvement Program (TIP) Amendment Three

Ethan Lapointe, MPO Staff

Presentation, discussion, and expected vote to endorse the FFYs 2024–28 TIP Amendment Three following its public review period

*Technical difficulties?
Call Judy Taylor at 857.702.3704 or
email jtaylor@ctps.org.*





FFYs 2024–28 Transportation Improvement Program (TIP) Amendment Three

February 1, 2024

Ethan Lapointe
TIP Manager, MPO Activities

Boston Region Metropolitan Planning Organization

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Amendment Three Summary

- For the Federal Fiscal Year (FFY) 2024 and FFY 2025 Regional Target program, Amendment Three proposed changes to Newton's microtransit service
- Funded by MPO between FFYs 2021 and 2025
- Scope change to prioritize trips for seniors and persons with disabilities

*Technical difficulties?
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Summary of Public Comment

- Comment period began December 22, 2023, and concluded January 12, 2024
- Two public comment letters were received
 - City of Newton expressing support for the proposed change
 - MWRTA expressing support for the change and need for flexibility in adapting scopes when operating with newer transit technologies and obtaining new information

MWRTA = MetroWest Regional Transit Authority.



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Today's Requested Action

- MPO staff request that the board votes to endorse Amendment Three.

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Call Judy Taylor at 857.702.3704 or
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Discussion

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Bicycle and Pedestrian Count Database Update

Casey Cooper, MPO Staff

Presentation and discussion on updates to the
Bicycle and Pedestrian Count Database





Bicycle and Pedestrian Counts: Application and Data Collection Updates

February 1, 2024

Casey Cooper

Boston Region Metropolitan Planning Organization

February 1, 2024

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Terminology

Bicycle and Pedestrian =
People Walking and Rolling



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Background

- Counts date back to 1974
- Inform active transportation planning decisions
 - Evaluate long-term trends
 - Estimate demand
 - Compare infrastructure usage before and after project implementation
- Bicycle and pedestrian count data application
 - First version created in 2009
 - Discrete project for update funded in January 2023

Technical difficulties?
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Three Components of the Discrete Project

- Update the Count Data Application
- Improve the Manual Data Collection Process
- Develop an Automatic Data Collection Process

Technical difficulties?
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Count Data Application Update

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2009 Count Data Application

Boston Region MPO Bicycle/Pedestrian Count Database

Map Satellite

Search for a set of locations by selecting items from the pull-down menus below or by zooming in on the map.

Search by:

Facility:

Municipality: Year:

Format:

Count locations matching search criteria

Other count locations shown only at higher zoom levels

Keyboard shortcuts | Map data ©2023 Google | Terms | Report a map error

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2009 Count Data Application

Map **Satellite**

Lowell Street at Woburn Street
Lexington

Search for a set of locations by selecting items from the pull-down menus below or by zooming in on the map.

Search by:

Facility:

Municipality: **Year:**

Format:

Count locations matching search criteria.

Some within the current map bounds are not shown. Zoom in to see them.

Other count locations.

Some in the current map are not shown. Zoom in further to see them.

BOSTON REGION METROPOLITAN PLANNING ORGANIZATION MPO

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2009 Count Data Application

Boston Region MPO Bicycle / Pedestrian Traffic Count Report

Date: Tuesday 28-SEP-1993
Location: Lexington : Lowell Street at Woburn Street
Streets: Lowell St., Woburn St.
Street Segment
66°F, Sunny

PEAK	AM (6:00 AM–10:00 AM)*				PM (3:00 PM–7:00 PM)*			
	Hour		Count		Hour		Count	
Bicycles					5:15 PM–6:15 PM		83	
All					5:15 PM–6:15 PM		131	

*This count does not cover the entire period.

From: Lowell St. NB												To: Lowell St. NB												Traffic count type: Bicycle															
AM	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45															
	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45	3:00	3:15	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45															
PM	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45																											
	11	3																							6		5		15		7		8		8		8		11
																								Total		82													

From: Lowell St. NB												To: Lowell St. NB												Traffic count type: Baby Carriage															
AM	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45															
	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45	3:00	3:15	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45															
PM	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45																											
	0	0																							0		0		0		2		0		0		0		0
																								Total		2													

From: Lowell St. NB												To: Lowell St. NB												Traffic count type: Jogger															
AM	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45															
	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45	3:00	3:15	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45															
PM	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45																											
	1	1																							1		1		0		0		1		1		0		0
																								Total		6													

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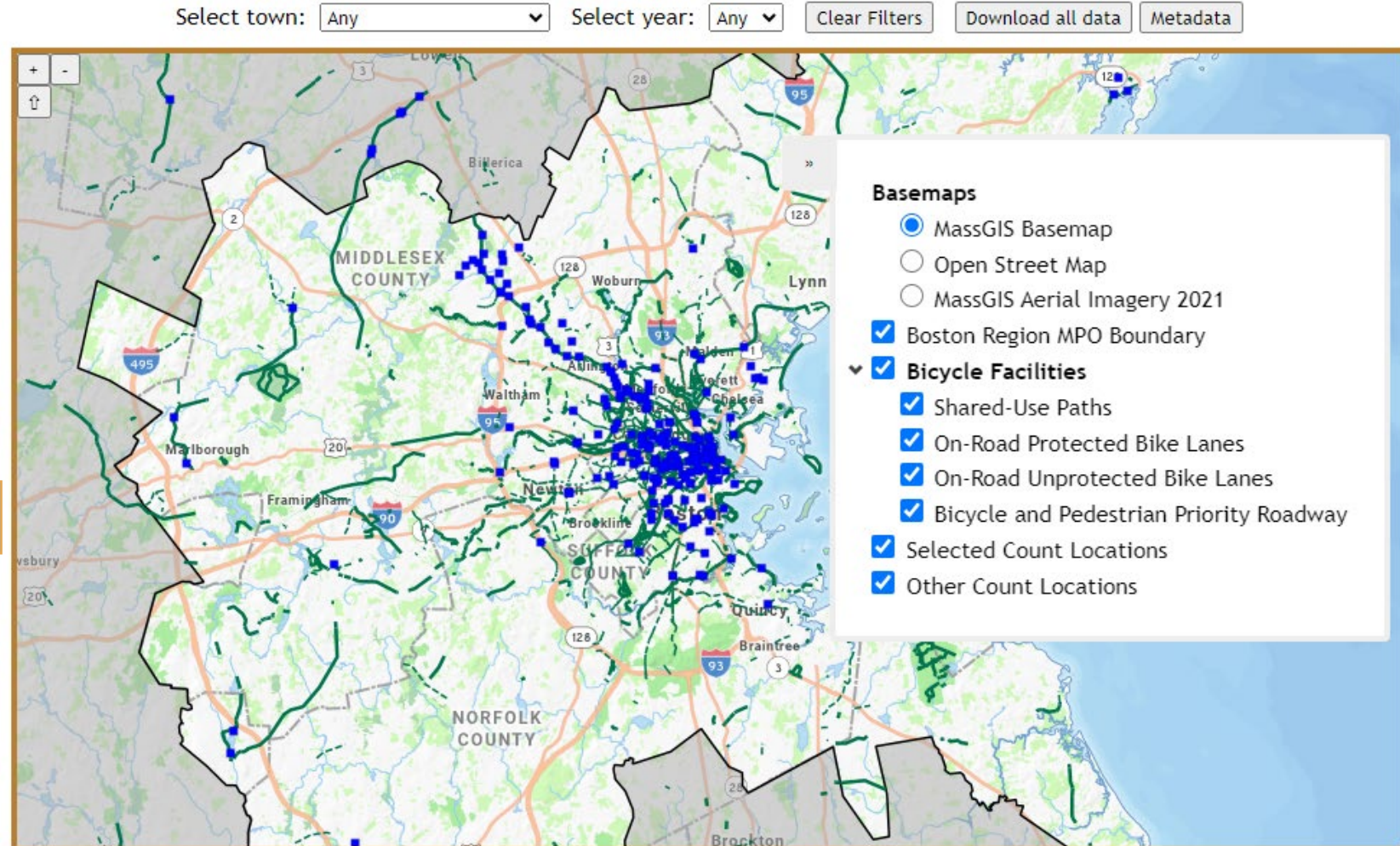
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2023 Count Data Application



February 1, 2024

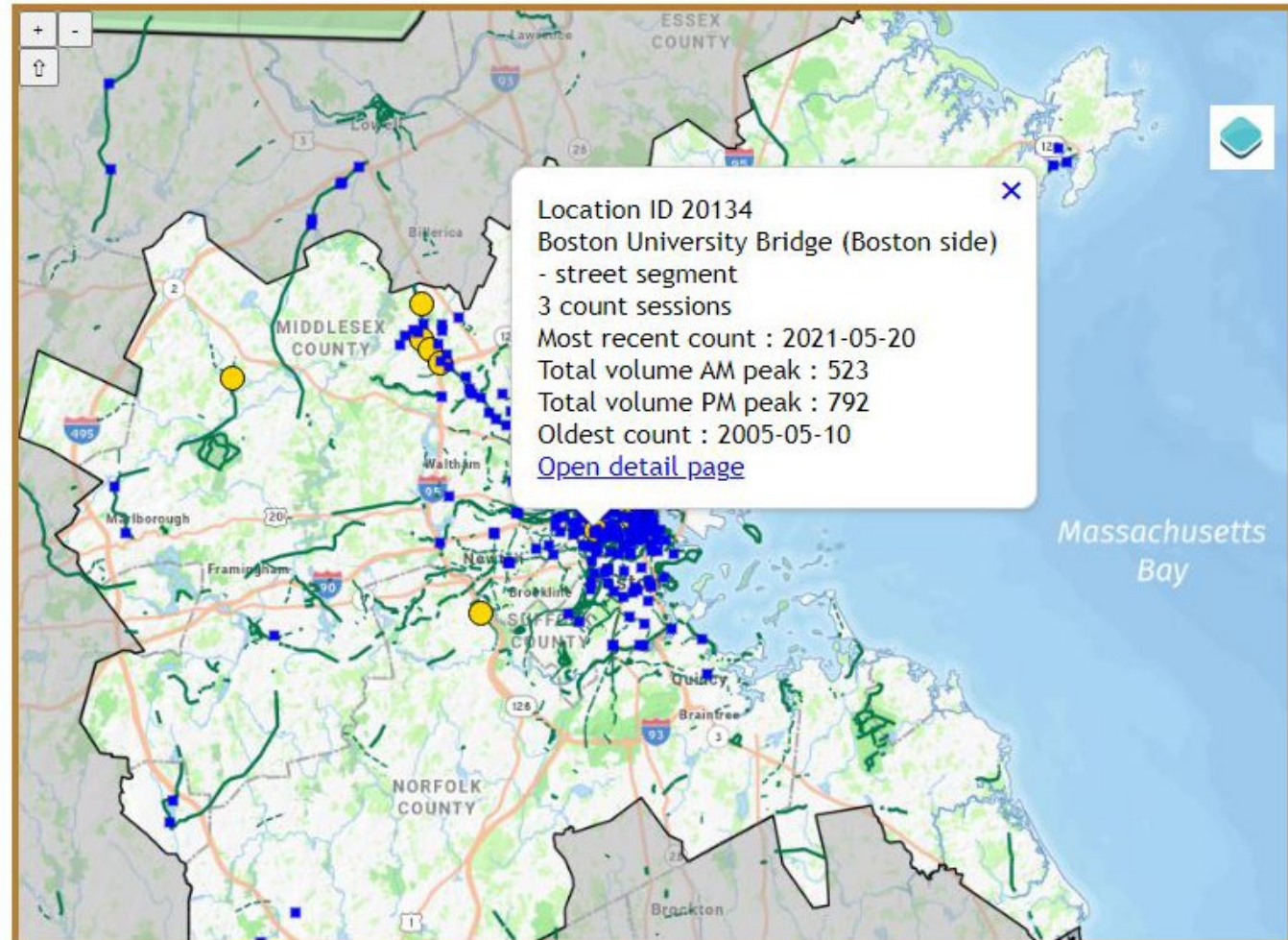
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2023 Count Data Application

Select municipality: Select year:



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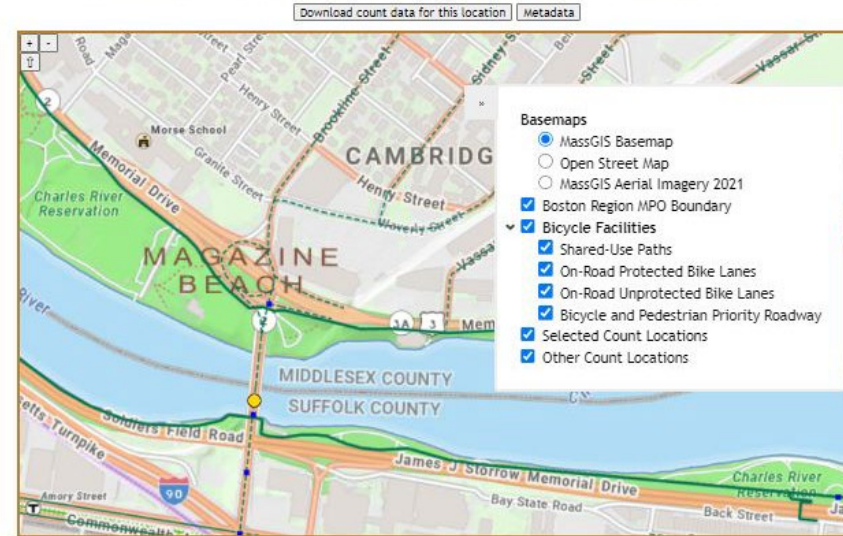
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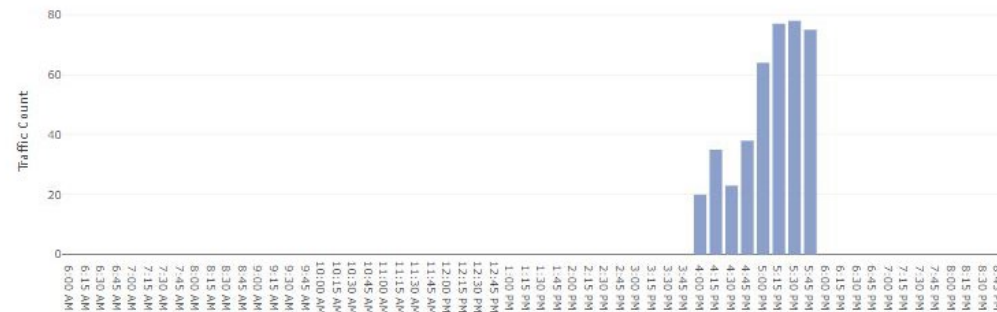
Technical difficulties?
Call Judy Taylor at 857.702.3704 or
email jtaylor@ctps.org.

2023 Count Data Application



Report for count ID #20541
Date: 2021-05-20
Municipality: Boston/Cambridge
BUJ Bridge Street Segment
Temperature not recorded, Sunny

Record ID #10788 From: To: Traffic count type: Person Bicycling
Middle of Bridge Span



Data Collection Improvements

February 1, 2024

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Count Data Collection

- Historically gathered manually by:
 - Volunteers
 - MPO Staff
 - Municipalities
 - State Employees
 - Advocacy Organizations
- Improvements
 - Updated manual data collection process
 - Developed program to add data automatically to database

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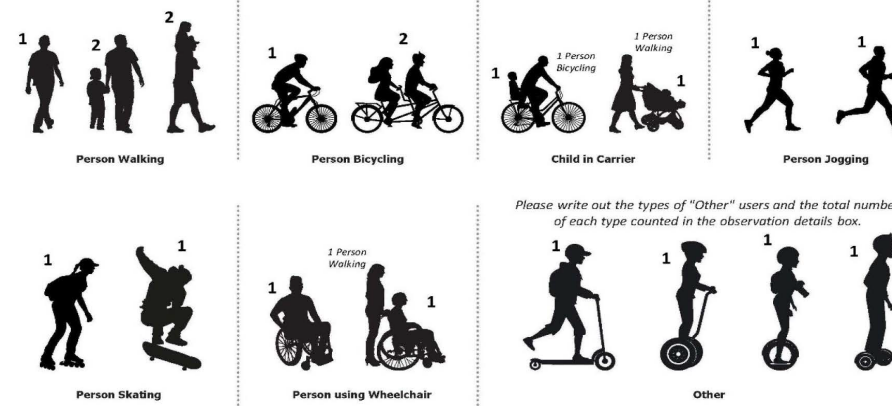
Manual Data Collection Spreadsheet

Date <i>(mm/dd/yyyy)</i>		Count Details <i>Please select from the drop-down menus below, when applicable.</i>	Other <i>Please Type</i>
Temperature			
Sky Condition			
Count Location Description			
Side of Street <i>(if applicable)</i>			
Bicycle-Pedestrian Facility Name <i>(if applicable)</i>			
Street #1			
Street #1 Bicycle Travel Direction <i>(select "All" if not applicable)</i>			
Street #2 <i>(same as Street #1 if not an intersection)</i>			
Street #2 Bicycle Travel Direction <i>(select "All" if not applicable)</i>			
Location Type			
Municipality			

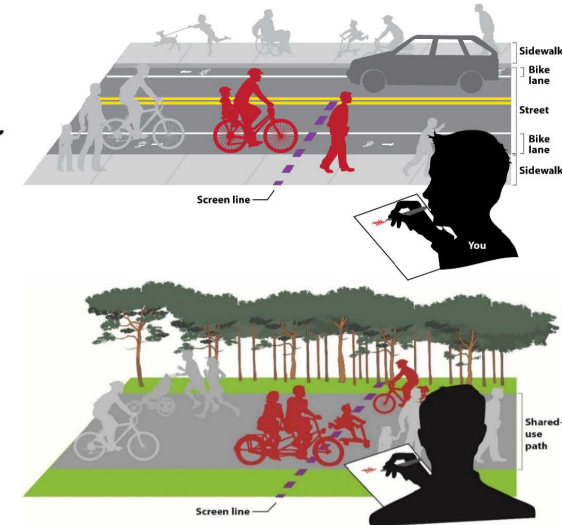
OBSERVATION DETAILS
Please share any observations or details about this count session that you would like to provide. Please document electric bicycles below, as well as information about the types of "Other" modes people are observed using. We would also appreciate if you could indicate any times you observe people traveling the wrong way along bike lanes.

For Office Use Only	
Loc ID	
Count ID	

Who counts as what?



How to count?



Technical difficulties?
Call Judy Taylor at 857.702.3704 or email jtaylor@ctps.org.

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Data Input Tabs

	A	B	C	D	E	F	G	H	I	J	K	L	M
1	Time	Person Bicycling	Person Walking	Child in Carrier	Person Jogging	Person Skating	Person using Wheelchair	Other					
2	3:00 PM - 3:14 PM												
3	3:15 PM - 3:29 PM												
4	3:30 PM - 3:44 PM												
5	3:45 PM - 3:59 PM												
6	4:00 PM - 4:14 PM												
7	4:15 PM - 4:29 PM												
8	4:30 PM - 4:44 PM												
9	4:45 PM - 4:59 PM												
10	5:00 PM - 5:14 PM												
11	5:15 PM - 5:29 PM												
12	5:30 PM - 5:44 PM												
13	5:45 PM - 5:59 PM												
14													

Overview | 600-859 AM | 900-1159 AM | 1200-259 PM | **300-559 PM** | 600-859 PM | 900-1159 PM | 1200-259 AM | 300-559 AM | Columns

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Automated Count Sensors

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Automated Count Sensors

- Eco-Counter Mobile Multi Units
- Deployment Plan
 - 26 unique locations
 - One unit on each side of roadway
 - Two-week count periods for two years
 - Once mid-October through mid-April
 - Once mid-April through mid-October



*Technical difficulties?
Call Judy Taylor at 857.702.3704 or
email jtaylor@ctps.org.*

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Location Selection

- **Equity Score**

- Greater weight given to:

- Municipalities with larger equity populations
- Less auto-dependent municipalities

Sociodemographic Variables



Age



- Race
- Ethnicity
- LEP Status



Disability Status

Travel Behavior Indicators



Private Vehicle Ownership



Non-Auto Commute Mode

Next Steps

February 1, 2024

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Desired Application Features

- Search for range of years
- Additional drop-down menus
 - Location Type
 - Bicycle-Pedestrian Facility
- Show which locations have multiple years of data
- Visualize a location's volume change by mode over time
- Compare data from different count locations
- Show all modes for a specific count session on one graph

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AGENDA

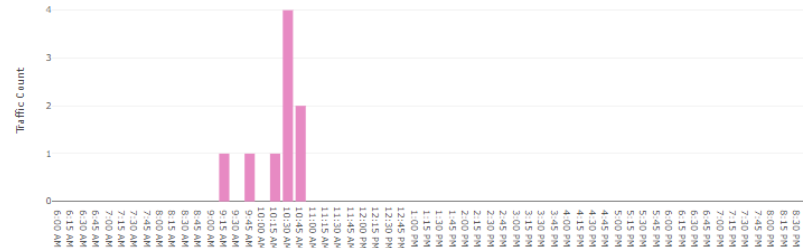
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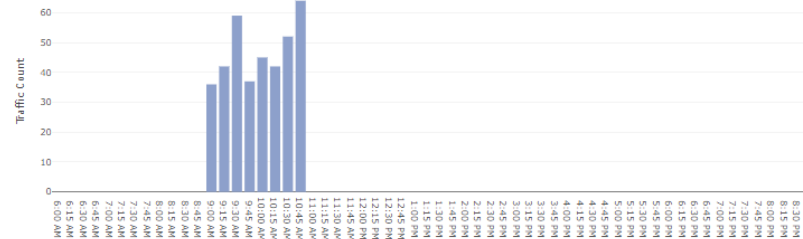
Current Display

Report for count ID #10049
Date: 2007-09-08
Town: Arlington
Minuteman Commuter Bikeway Trail Segment
81°F, Sky condition not recorded

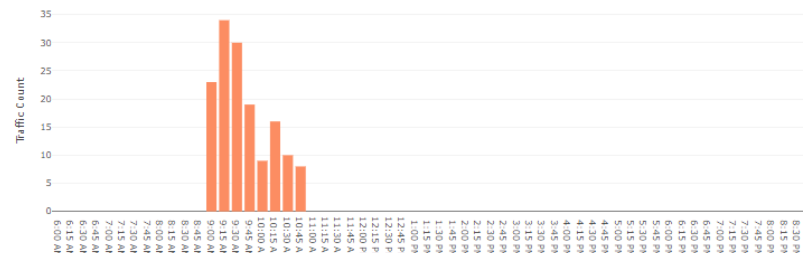
Record ID #3788 From: Minuteman All To: Minuteman All Traffic count type: Baby carriage



Record ID #3789 From: Minuteman All To: Minuteman All Traffic count type: Bicycle



Record ID #3790 From: Minuteman All To: Minuteman All Traffic count type: Jogger



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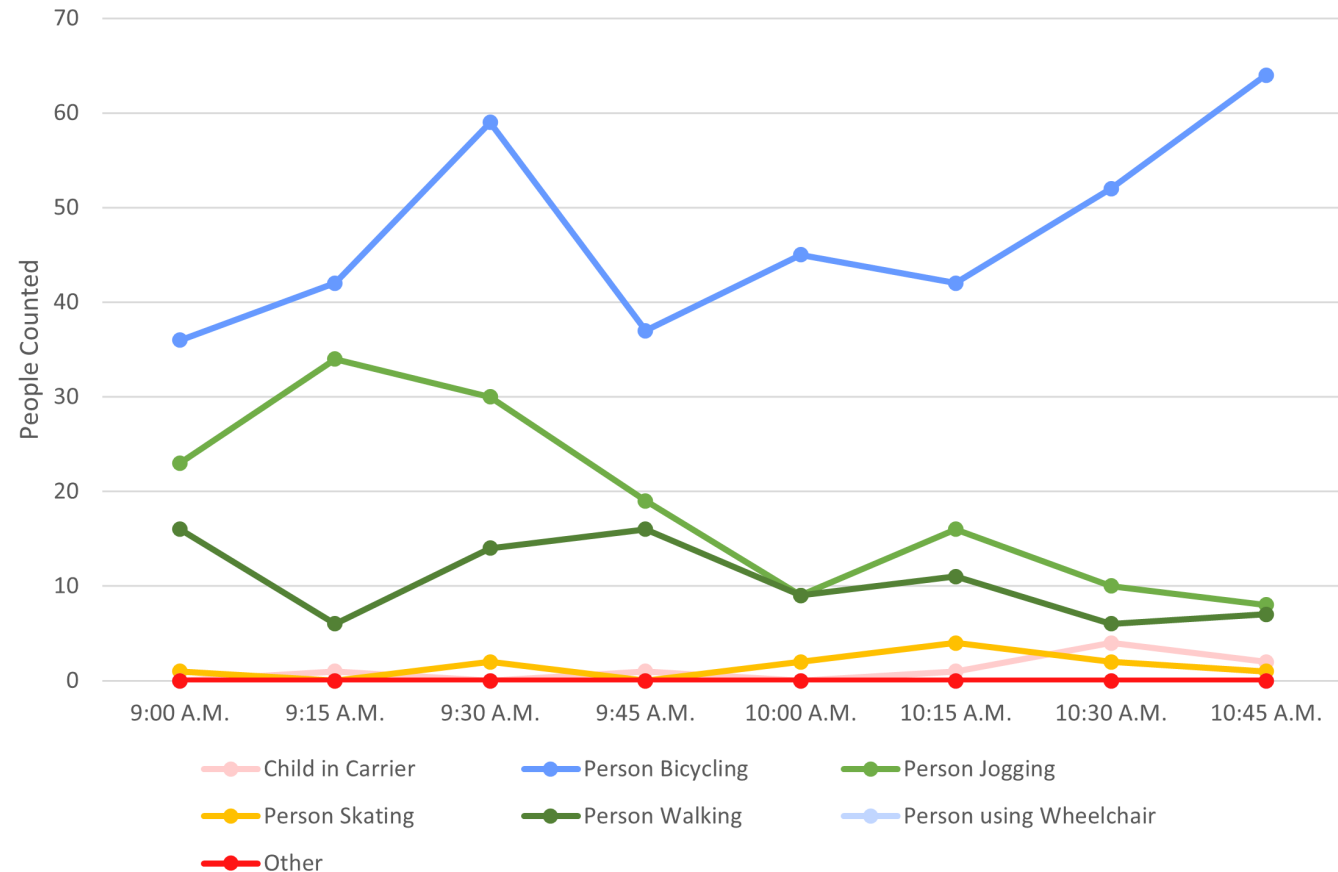
Proposed Information Display

Minuteman Commuter Bikeway Trail

West of Park Avenue

Arlington, MA | 09.08.2007 | Count ID 10049

Sunny | 81 °F



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Future Count Data Work

- Manual Data Collection
 - Update website count tutorial
 - Share new data collection spreadsheet
- Automated Sensors
 - Select locations
 - Deploy count sensors
 - Expand sensor inventory

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Conclusion

- **Three Key Efforts**
 - Updated the Count Data Application
 - Improved the Manual Data Collection Process
 - Added Automated Count Sensors
- **Moving Forward**
 - Expand the Boston Region MPO's Count Data
 - Improve Stakeholder Interaction with Count Data



Thank You!

February 1, 2024

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Update on MBTA Sources of Community Value

Joe Delorto, MPO Staff

Presentation and discussion on updates to the MBTA Sources of Community Value study

*Technical difficulties?
Call Judy Taylor at 857.702.3704 or
email jtaylor@ctps.org.*





MBTA Sources of Community Value: Interim Update

February 1, 2024

Joe Delorto

Boston Region Metropolitan Planning Organization

February 1, 2024

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Study Background

- Evaluate revenue sources used by peer agencies
- Previous MBTA research
 - Presented to MBTA Board in Sept. 2022
- CTPS: perform technical analysis of these sources
 - MPO scope approved in May 2023
- Strategies would all require legislation

CTPS = Central Transportation Planning Staff. MBTA = Massachusetts Bay Transportation Authority.
MPO = Metropolitan Planning Organization.



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Study Structure

Three phases:

1. Review previous work
2. Assess Massachusetts context/revenue potential
3. Documentation



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Strategy Selection

- 10 strategies
- Evaluation process
 1. Initial revenue assessments for all 10 strategies
 2. MBTA selected six highest revenue strategies for more detailed analysis
- Three categories
 - Vehicle access, road usage, value generated by transit

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Vehicle Access

- **Motor vehicle excise**
 - \$33–570 million annually (service district only)
 - Value-based excise or flat fee
- **Gas tax**
 - \$22–42 million annually (MBTA's 12% share of Commonwealth Transportation Fund)
 - 30 cents (New England average) or 36 cents (Boston–DC average) per gallon, currently 24 cents per gallon

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Road Usage

- Increased highway tolling
 - \$22–80 million annually (assumes MBTA receives 50% of *new* revenue)
 - Existing tolled highway network, in line with other East Coast cities
- Congestion pricing
 - \$220–450 million annually (total; some portion to be allocated to MBTA)
 - Expanded highway tolling within Route 128
 - Similar toll per mile to current Turnpike

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Value Generated by Transit

- TOD value capture
 - \$25–85 million annually after 10 years (total)
 - 5–10% of property tax increment near all rapid transit stations
- Sales/meals/rooms taxes
 - \$30–335 million annually (total)
 - Additional 0.25% statewide sales tax or 1% meals/rooms tax in MBTA service area

TOD = transit-oriented development.



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Next Steps for CTPS

- Continue coordination with MBTA
- Complete documentation phase by Spring 2024

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Massachusetts Association of Regional Planning Agencies (MARPA) Information Dissemination

Massachusetts Department of Transportation Staff

Presentation and discussion of MARPA formula funding distribution for FFY 2025

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Members' Items

Reports and notices by MPO members, including regional concerns and local community issues



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