

**UPWP Subcommittee Recommendation: FFY2010 UPWP Slate of Projects**

		FFY10 UPWP
<b>Category</b>	<b>Project</b>	<b>Amount Programmed</b>
Arterial Roadway Studies	Safety and Operations at Selected Intersections	\$64,500
Limited Access Highway Studies	I-93 Access and HOV Improvements in the Savin Hill/South Bay Area	\$80,000
Planning and Technical Support	Technical Transportation Planning Assistance Pilot Program	\$15,000
Federal Planning Factor Initiatives/Requirements	Evacuation and Hazard Mitigation Mapping	\$35,000
	Low-cost improvements to MPO Bottleneck Locations	\$30,000
	Massachusetts Statewide Freight and Rail Study Phase 2	\$40,000
	Coordination of Roadway Safety Assessments	\$10,000
Transit Planning Studies	Evaluating Potential Efficiencies in MBTA Core Services	\$102,200
	MBTA Bus Route 1, Transit Signal Priority, Cambridge, Boston	\$50,000
	<b>Total Programmed</b>	<b>\$426,700</b>
	<b>Total Available</b>	\$426,700
	<b>Amount Remaining to be Programmed</b>	\$0

The UPWP subcommittee recommendation reflects consideration of factors such as broad regional distribution, contribution to a balanced mode-mix, and understanding of Planning and Programming Committee priorities.

FFY 2010 UPWP Subcommittee Recommendations - June 18, 2009

ARTERIAL ROADWAYS

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod. & Effic.	Mobility	Environment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments
Safety and Operations of Intersections at Selected Locations in the MPO Region	\$64,500	\$64,500	The purpose of this study is to act on the recommendation of the MPO's CMP (Congestion Management Process) to address safety and congestion problems at the Region's intersections. Of two similar studies in previous funding years, one is now complete and the other is under development. Municipalities in the region are very receptive of this program as it gives them a head-start on conceptual design solutions for the intersections in demand of attention for safety and congestion. These locations are usually selected by staff from the "Conceptual" and "pre-TIP" categories in the TIP. The final selection is based on interest during consultation with city and town officials. Recommendations are usually of the "operations and management" type, ranging from pavement markings for vehicles, bicycles, and pedestrians, to traffic signal designs and lane assignments to traffic.	High priority - CMP staff and MPO city/town interest. Study is consistent with safety and security topics of the Plan. It also furthers the goal of system efficiency and enhancing mobility.	X	X		X			

LIMITED ACCESS HIGHWAY STUDIES

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod. & Effic.	Mobility	Environment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments	
I-93 Access and HOV Improvements, Savin Hill/South Bay Area	\$80,000	\$80,000	The Southeast Expressway is the highest volume express highway in metropolitan Boston, with individual sections handling as many as 250,000 vehicles per day (in the Neponset area), and with very slow traffic both northbound in the morning and southbound during the afternoon. But just about all that can be done in the narrow heavily developed right-of-way has been done. Improvement may be possible near Savin Hill and in the area somewhat to the north of Savin Hill. Two things that could be looked at are the connection of the Southeast Expressway HOV lane with the Central Artery/Tunnel HOV system, and the provision of improved ramp access from the South Bay area to the Southeast Expressway.  The MBTA is working with developers to see how air rights could be built in the area of the JFK U-Mass station of the MBTA Red Line and the paralleling commuter rail line. This could make much more difficult and expensive the provision of the HOV connection described above, as well as the potential future double tracking of the commuter rail line in the area.  The above would suggest the benefit of studying the Southeast Expressway in the Savin Hill area and to its north. The foci of the study would be 1) connecting the Southeast Expressway and CA/T HOV facilities, 2), adding on-ramp capacity to the Southeast Expressway from South Bay, and 3), double tracking of the commuter rail facility through the JFK U-Mass station area. Associated with this, geographical boundaries might be put on air-rights development in the JFK U-Mass station area.	High priority - A study of this area was requested in the FFYs 2008 and 2009 UPWP comment letters from the Inner Core and RTAC.  May improve mobility and system efficiency. The HOV lane to be studied may also have positive environmental benefits. The SE Expressway intersects many EJ zones.	X	X	X			X		

PLANNING AND TECHNICAL SUPPORT

Project Name	Total Cost	FFY 2010 UPWP Budget	Project Description	Staff Evaluation	Syst. Pres., Mod. & Effic.	Mobility	Environment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments	
Technical Transportation Planning Assistance Pilot Program	\$15,000	\$15,000	Local community officials often identify transportation issues about which they would like to have technical advice. In this pilot project, a team of CTPS and MAPC engineers and planners would provide such advice. The team would meet with community officials to learn more about specific problems and provide advice on next steps. There would probably be a site visit to better understand the potential problem. Some general types of solutions might be recommended, along with contact information on whom to follow-up with. The advice might relate to such things as parking, traffic calming, walking or bicycling, or bus stop-related issues that the community might have identified. Descriptions of the various planning processes at MHD, the MBTA, and the MPO, and how communities can get involved might be appropriate. In any event, these are not design or planning studies that would be performed by the MPO staff. Rather, this is a mechanism for providing quick-response advice to communities on next steps for resolving the issues they have identified. This work would advance the MPO's goals for system preservation, modernization and efficiency; mobility; and  land use and economic development. It would also be consistent with the MPO's CMP and other staff identified needs  This service would be publicized through various channels, and MAPC and CTPS would coordinate and collaborate on a case-by-case basis. It is expected that 2-to-5 person days would be spent on each community problem identified. Requests for services will be fielded and prioritized by the CTPS Deputy Technical Director. Teams of professionals will be dispatched to client municipalities and memoranda on the consultations will document the work, recommendations and outcomes.  Depending on how well utilized the service is, and what participant's perceive the benefits to be, a determination will be made at the end of the year as to whether the program is worth continuing.	High priority - This would be joint effort of CTPS and MAPC. It would appear under the ongoing 3C activities in the FFY 2010 UPWP.  Pilot program is consistent with the System Preservation, Modernization, and Efficiency topic. But the benefits may be broad and encompass all topic areas.	X							

INITIATIVES RELATED TO FEDERAL PLANNING FACTORS/REQUIREMENTS

Project Name	FFY 2010 UPWP Total Cost	Budget Project Description	Staff Evaluation	Syst. Pres., Mod., & Effic.	Mobility	Environ- ment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments
Evacuation and Hazard Mitigation Mapping	\$35,000	<p>\$35,000 This study advances the MPO's Safety and Security policy of protecting the region from natural and human threats, and addresses the SAFETEA-LU planning factor for security. It would involve mapping of the transportation network and projects proposed for MPO funding with overlays of local and/or regional evacuation routes, critical infrastructure related to evacuation and security planning, and areas prone to natural hazards. It would also provide information for the MPO's decision-making processes and for evacuating planning.</p> <p>The study would seek to use information as it becomes available from MAPC's work with the Northeast Homeland Security Advisory Council (NERAC), from the two other Homeland Security Councils in the MPO region (should they chose to participate), and data from other evacuation and security planning initiatives in the region.</p> <p>Understanding the relationship between evacuation routes and proposed TIP or RTP projects would help the MPO determine if planned transportation projects would improve infrastructure for emergency management functions and evacuation, or serve critical infrastructure. This information could be used as inputs to the MPO's project rating system for identifying whether projects "serve an evacuation plan or emergency management function." Evacuation planners could also use this information to identify certain work zones that could impede traffic during an evacuation.</p> <p>Mapping evacuation routes in comparison to natural hazard zones could provide information needed to plan for alternate evacuation routes in the event that infrastructure fails or is impassible due to flooding or other natural events. This information might also be useful to evacuation planners for assessing which areas would need to be evacuated in advance of a weather event (such a hurricane or major flooding) and for advising the public whether they should evacuate or shelter in place. Such maps might also be used in the preparation of regional evacuation guides.</p> <p>Comparing the transportation network and proposed projects to natural hazard zones would help determine if transportation infrastructure and planned transportation facilities lie in areas prone to flooding, hurricane surges, and other natural threats. This information could be used to plan adaptive measures to protect infrastructure from weather impacts.</p> <p>MPO staff would develop a series of GIS maps in cooperation with MAPC. This work would require MPO staff to have access to evacuation route data. Staff could work with MAPC to incorporate natural hazard data from the Hazard Mitigation Plans including hurricane storm surge zones, flood zones, and earthquake liquifaction susceptibility zones.</p>	High priority - This project forwards MPO policy and expands upon SAFETEA-LU and Environmental Planning Topics .				X			
Low-cost improvements to MPO Bottleneck Locations	\$30,000	<p>\$30,000 The impetus for this study is a recommendation made by the Federal Highway Administration to identify the three worst bottlenecks in the region and study low cost countermeasures. CTPS staff will identify three bottlenecks that are among the worst in the region, relying on professional judgment and the support of the Congestion Management Process. Professional judgment will be an important component of the bottleneck selection process due to the conflicting results produced by different ways of measuring travel delay. Staff will then research and brainstorm potential low cost countermeasures, which may include: using the shoulder as a peak hour lane, re-stripping travel lanes in merge areas to improve traffic flow, ramp metering, improved traffic signal timing, and improving the dissemination of traffic information to drivers.</p>	High priority - This study is consistent with the Plan's topics of System Efficiency, Mobility, and Environment.	X	X	X				
Phase 2 of the Massachusetts Statewide Freight and Rail Study	\$50,000	<p>\$40,000 This study will advance the recommendations of the Executive Office of Transportation's (EOT's) Statewide Freight Plan and Statewide Rail Plan studies, upon their expected completion by the end of this year.</p> <p>Its products would provide additional information needed for understanding and evaluating freight activities in the region and possible identification of freight projects for consideration of MPOs/EOT, and other state agencies involved in the environment and economic development. This project may also identify actionable programs for consideration for the MPO Regional Transportation Plan and Transportation Improvement Plan</p>	High priority - Study is consistent with Plan topics of System Preservation, Modernization and Efficiency, Mobility, and Environment. It's consistent with the latter two due to the emphasis on ways to reduce truck traffic and the potential resulting emissions benefits.	X		X	X			
Coordination of Arterial Roadway Safety Assessments	\$10,000	<p>\$10,000 The purpose of this ongoing program would be twofold: to identify and prioritize crash locations in the region and to select annually a few locations for analysis and mitigation recommendations. MAPC and CTPS will decide the following:</p> <ul style="list-style-type: none"> <li>* Data categories (vehicle, bicycle, pedestrian)</li> <li>* Measure of effectiveness to use for developing priorities</li> <li>* Facility type to attach the data to (intersection, arterial, other)</li> </ul> <p>A website will be developed to display this information and updates will be scheduled as new data becomes available.</p> <p>Based on priority, examine a selected number of locations annually for improvements. This part will include fieldwork, meetings with municipal officials, and possibly more detailed crash data and turning movement counts.</p>	High priority - This work would be done in coordination with MAPC.		X		X			

TRANSIT PLANNING STUDIES

Project Name	FFY 2010 UPWP		Staff Evaluation	Syst. Pres., Mod. & Effic.	Mobility	Environment	Safety & Security	Regional Equity	Land Use & Econ Develop.	Comments	
	Total Cost	Budget									Project Description
Evaluating Potential Efficiencies in MBTA Core Services	\$102,200	\$102,200	This study would evaluate how the MBTA could adapt its services in an era of changing demographics, increasing environmental awareness, the current economic downturn, and the sobering fiscal realities faced by the Authority. All of these contribute to changing expectations about how transit might be used/provided and how far riders are willing to walk to access service. With these new realities in mind, the study would research the different markets currently served by the MBTA and identify—or perhaps re-define—the constituencies that it is the core mission of the Authority to serve. For non-core markets, the study will explore other mobility options that could be adopted and evaluate whether the current Suburban Mobility program has been successful in providing alternatives. In keeping with potential changes to MBTA services, the study will also evaluate whether the existing service standards should be revised to reflect new approaches to providing mobility in the region.	High priority - Study may lead to improvements in the efficiency of the system and could improve utilization of service provided under the Suburban Mobility/Transportation Demand Management Program. It also has regional equity consequences because it will consider the core constituencies of MBTA's services.	X	X			X		
MBTA Bus Route 1, Transit Signal Priority Cambridge /Boston.	\$125,000	\$50,000	The MBTA bus route 1 from Harvard Square in Cambridge to Dudley Square in Roxbury, is one of the busier MBTA bus routes in the system. The corridor along which this bus route travels, Massachusetts Avenue (Route 2A), is a multi-lane roadway with an on-street parking lane in both directions. Transit Signal Priority (TSP) could improve bus operations for the route by reducing travel times and improving schedule adherence. Existing traffic and bus operations would be evaluated along the bus route or parts of the route and identify TSP and traffic signal recommendations to improve both bus and traffic operations. A VISSIM traffic simulation model would be utilized to evaluate both the existing conditions and proposed improvements. CTPS would be responsible for carrying out the project, and would work in collaboration with the MBTA and the cities of Boston and Cambridge. Tasks would include identifying corridor to be studied in collaboration with the MBTA; collect existing traffic, transit, pedestrian/bicycle, and other data; develop a model using VISSIM to evaluate TSP improvements; and document findings in a technical memorandum.	High priority – Spans several EJ TAZ's Transit and Traffic Integration in Selected Corridors  Study would produce recommendations that could promote the System Preservation, Modernization, and Efficiency and Mobility topics. Recommendations also would produce environmental benefits and bus route 1 intersects several EJ zones.	X	X	X		X		