

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

March 18, 2010 Meeting

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

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

Decisions

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

- approve the work program for *Low-Cost Improvements to Bottleneck Locations*
- approve the minutes of the meetings of February 4 and 18

Meeting Agenda

The meeting began with a conversation between Secretary of Transportation Jeffrey Mullan, the MPO members, and members of the public. Secretary Mullan spoke about the on-going transformation of the state's transportation agencies into MassDOT and asked MPO members for their attention as work continues with the reorganization. He stated that the actions undertaken now will establish a precedent as the new, reorganized MassDOT agency is being built, and that MassDOT has the potential to be the best DOT in the nation. Its core mission is to focus on customer service and safety, he said. He expressed optimism about the future of the agency and noted that both he and the Governor want to hear feedback.

Secretary Mullan then took questions that touched on a number of topics including the costs incurred from last weekend's storm damage, the federal reauthorization of the transportation legislation and financing, the approach to the MPO's long-range transportation plan, and the Commonwealth's negotiations with CSX.

Regarding the storm damage, he noted that MassDOT can absorb most of the clean-up costs, but he is concerned about the cost of capital improvements for the MBTA. Repairing the damage to the MBTA infrastructure (including to the washed out Green Line tracks in Newton) will probably cost hundreds of thousands of dollars. He noted that there was an extremely speedy and dedicated response by the MBTA crews.

Secretary Mullan reported that he recently met with members of the Massachusetts congressional delegation to discuss regional rail priorities, and that the members indicated that the reauthorization of the federal transportation legislation is not likely to happen this year.

Regarding the MPO's approach to developing the long-range transportation plan, Secretary Mullan recommended that the MPO consider the priorities highlighted in the

transportation reform legislation (which includes a focus on healthy transportation options), which MassDOT is committed to implement, as well as the *youMove* Massachusetts program, which has the purpose of eliciting public feedback in order to develop a transportation system that runs based on how people want to use the system.

Secretary Mullan addressed a concern voiced by Ginger Esty, Town of Framingham, about the Commonwealth's negotiations to buy CSX-owned tracks in the MetroWest area. He noted that the issue regarding the freight yard in Framingham has not fallen off the table in the discussions between the Commonwealth and CSX, and that the Lieutenant Governor is committed to addressing the grade crossing issues in Framingham. Mary Pratt, Town of Hopkinton, expressed opposition to CSX going into the Cedar Swamp wetlands in Westborough.

Ellin Reisner, Somerville Transportation Equity Partnership, provided feedback on MassDOT's public outreach work. She praised MassDOT for issuing a weekly email newsletter and said that she would appreciate if there were information included about how internal changes in the agency are affecting the work being done across the transportation divisions.

1. Public Comments

There were no further public comments following the discussion with the Secretary.

2. Chair's Report – Clinton Bench, MassDOT

Addressing an issue raised during the discussion with the Secretary about transportation financing, C. Bench stated that no more stimulus funding is expected from the federal government this year.

G. Esty and M. Pratt both expressed appreciation for the Secretary's visits to the MPO meetings.

C. Bench noted that members have been provided with the draft work program for the *Analysis of Silver Line Service to Airport Station and Chelsea*. MassDOT is asking the MPO members to fast track the work program for approval. The work program involves travel demand modeling for discrete elements of the Urban Ring project. MPO staff would model alternatives for extending the Silver Line service from Logan Airport to East Boston and Chelsea. (This item was discussed further later in the meeting.)

3. Subcommittee Chairs' Reports – Eric Bourassa, Metropolitan Area Planning Council (MAPC)

The Clean Air and Mobility Program Subcommittee will hold a pre-proposal meeting at 2PM for applicants interested in applying for funding through the program.

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

On March 10, the Advisory Council hosted a forum on bicycle and pedestrian planning, which was moderated by Cathy Buckley, and organized by Mike Callahan, MPO staff.

Other participants included representatives from the Cities of Boston and Cambridge, MassBike, WalkBoston, and the staffs of MAPC and the Boston Region MPO. The forum was well attended. A memorandum summarizing the recommendations that came out of the forum was distributed. (See attached.)

Secretary Mullan is expected to attend an upcoming Advisory Council meeting. The State Rail and Freight Study will be a future agenda item.

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

CTPS is screening resumes submitted for the vacant modeler position and arranging for interviews. Thirty-seven people have applied.

Staff is adding to the ways the MPO conducts public outreach. The MPO now has a Twitter account. It has been used to announce the start of the long-range transportation plan development and to announce this MPO meeting. People can sign up by going to the MPO's website. Staff also plans to use YouTube. The video of the Advisory Council's bicycle and pedestrian planning forum will be available for viewing on YouTube.

C. Bench offered that Secretary Mullan would be willing to send out "tweets" on the MPO's Twitter account.

6. Work Program for Low-Cost Improvements to Bottleneck Locations – *Karl Quackenbush, Deputy Director, CTPS*

Members were provided with the work program for *Low-Cost Improvements to Bottleneck Locations*, which is designed to identify strategies to address recurring congestion that occurs due to bottlenecks at selected locations. The Federal Highway Administration (FHWA) recommended that the MPO include this study in its Unified Planning Work Program (UPWP).

Bottlenecks are defined as places, usually on express highways, where queues form upstream of a point and where downstream of the point there is good traffic flow. The congestion is predictable and recurring, and may be the result of a lane drop or merge, for example. Some bottlenecks may be corrected with low-cost operational improvements.

This work program would involve taking inventory of potential bottleneck locations in the region that have the potential for remediation. The locations would be identified based on staff's knowledge, input from the MPO members or other professionals, Congestion Management Process monitoring data, and recent studies. Candidate locations would be screened and staff would select three of those locations for further analysis. In developing the final list, staff would take into consideration the relative need to address the problem, the cost of remediation, and ease of implementing improvements. Staff would consider locations on express highways and arterials.

The final product would be a set of recommendations for addressing the bottleneck conditions. The possible actions could include lane reallocation, restriping, using shoulder lanes as travel lanes, or providing traveler information, for example.

Members had questions and comments:

What is the dollar range for improvements that would be proposed as a result of the study? What is considered low-cost? (Tom Bent, City of Somerville)

FHWA considered solutions of \$500,000 as low-cost for solutions in other areas of the country. (K. Quackenbush)

Why limit the study to three locations? The Kenmore area on Storrow Drive is a good example of a location for this study. We don't want to lose good ideas. (David Koses, City of Newton)

The study was structured based on FHWA's guidance for the UPWP. As the work progresses, if there is other work that can be done within the budget, staff could do more. (K. Quackenbush)

Would staff inform municipalities of the bottleneck locations that are too expensive to address in this study? (M. Pratt)

Staff was anticipating informing the MPO of the locations, but municipalities could be contacted as well if the MPO likes. (K. Quackenbush) The MPO should be discussing these sorts of improvements as part of the discussions on the long-range transportation plan. (C. Bench)

John Romano, MassDOT Highway, suggested that staff pass on information to MassDOT about locations in need of signalization improvements, since some of these might be addressed relatively inexpensively.

Jim Gallagher, MAPC, suggested that the MPO conduct another work program like this next year, and for the current program, staff should identify costs for improvements and determine which entity can address the problems.

A motion to approve the work program for *Low-Cost Improvements to Bottleneck Locations* was made by Jim Gillooly, City of Boston, and seconded by T. Bent. The motion passed unanimously.

Referring to the possible solutions to bottlenecks, Steve Olanoff, Advisory Council, stated that one of them should not be allowing traffic to travel on highway shoulders.

7. Work Program for Analysis of Silver Line Service to Airport Station and Chelsea – Karl Quackenbush, Deputy Director, CTPS

Members were provided with the work program for the *Analysis of Silver Line Service to Airport Station and Chelsea*, which would study the possibility of extending the existing Silver Line service to the Blue Line's Airport Station, and extending service beyond Airport Station to the City of Chelsea.

The work program involves travel demand modeling and cost estimation for several alternate scenarios:

- Extending the existing Silver Line service from South Boston to the Blue Line at Airport Station and over the East Boston Haul Road and Chelsea Bypass to the Chelsea Commuter Rail Station
- Extending the existing Silver Line service from South Boston to the Blue Line at Airport Station and over the Chelsea Street Bridge to follow local streets via Central Avenue to Bellingham Square with stops, ending at the Chelsea Commuter Rail Station
- Variants of the above scenarios
- Extending the existing MBTA bus route 112 to Airport Station (a lower cost option)

Members asked questions and made comments:

Lourenço Dantas, Massachusetts Port Authority, suggested that staff clarify the nomenclature being used for the right-of-ways in East Boston and Chelsea: Massport refers to it as the East Boston/Chelsea Bypass. He noted that implicit in the work program is the expectation that the Bypass will be constructed in the 2016-2020 band of the long-range transportation plan.

Will the proposed service replace the Massport shuttle service to Logan Airport or the service from the Massport employee parking garage in Chelsea? (Paul Regan, MBTA Advisory Board)

It will not replicate the airport shuttle service. That service will not be eliminated when the modeling is done. (K. Quackenbush)

If serving the Chelsea neighborhoods, would the use of 60-foot buses be precluded? (P. Regan, MBTA Advisory Board)

They would probably not be precluded, but the issue has not been studied yet. (C. Bench)

What will the ridership estimates be based on? (P. Regan, MBTA Advisory Board)

The regional travel demand model will be used in tandem with the Logan Airport ground access model. (K. Quackenbush)

Where would passengers make the connection to the airport? (P. Regan, MBTA Advisory Board)

Passengers would transfer to the airport circulatory shuttle service at Airport Station. (K. Quackenbush)

Will the proposed service provide better access to the airport for North Shore commuters? (Laura Wiener, Advisory Council)

The service would connect with the Chelsea commuter rail station. (K. Quackenbush)
There would be a travel time-savings taking the proposed service to the airport over taking the commuter rail. (C. Bench)

Since the Bypass road does not yet exist, is there a plan to start the project sooner or to set up service on existing streets? (Steve Olanoff, Advisory Council)

This work program is designed to get a sense of the demand that would exist for the service and to better inform decision-making. (C. Bench) The Bypass road project is programmed in the 2016-2020 band of the long-range transportation plan. There is an earmark in the TIP for preliminary engineering work. Environmental permitting work will be getting underway. (L. Dantas)

Will station consolidation or changes in frequency for the Route 112 bus be considered? (D. Koses)

Possibly. Route 112 is not a high frequency route now, but the study might look at enhancing frequency and ways to provide a more direct route from Chelsea to the airport. (K. Quackenbush)

Members will vote on the work program at the April 1 meeting.

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

A motion to approve the minutes of the meetings of February 4 and 18 was made by Joe Cosgrove, MBTA, and seconded by P. Regan. The motion passed unanimously.

9. MBTA Capital Investment Program – Joe Cosgrove, MBTA

The MBTA is completing its civic engagement process for the Capital Investment Program (CIP), a \$4.1 billion program for FFY 2011-2015. Most of the projects in the CIP are federally-funded (with the exception of some state funded projects including the Green Line Extension and State Implementation Plan projects). The CIP includes \$273 million worth of projects funded with federal economic stimulus funds.

The Revenue Vehicle Program makes up 28 percent of the CIP; it includes projects for upgrading the subway fleet, commuter rail locomotives, and commuter rail coaches. Ninety-seven percent of the funding in the CIP is for state-of-good repair projects. Ten percent is for power system upgrades. The MBTA will be relying on Commonwealth funds for expansion projects.

Over the next three fiscal years, the MBTA will implement a \$90 million tie replacement project on the Old Colony commuter rail line. The MBTA is looking at cost recovery for this project. In response to a question from P. Regan, J. Cosgrove stated that the MBTA wants to eventually return to the former schedules on that line.

The MBTA will vote on the CIP on April 7.

10. Long Range Transportation Plan Update – Pam Wolfe, Manager of Certification Activities, MPO Staff

P. Wolfe gave a presentation on the framework that the MPO will be working within as it develops the vision and policies for the next long-range transportation plan (LRTP), the next step in the development of the new LRTP. Members were provided with a handout outlining the framework and highlighting the major LRTP topic areas for which visions and policies will be planned. Another handout was a worksheet for use in brainstorming about the vision and policies. (See attached.) The worksheets included staff's ideas for visions and policies as a starting point for the MPO members' discussion. (These ideas were based on the vision and policies of the current LRTP and new ideas based on federal, state, and regional guidance.) The following were the topic areas: Mobility; Livability; Environment; Climate Change; System Preservation, Modernization, and Efficiency; Safety and Security; and Regional Equity.

When members reach consensus regarding the vision and policies, MPO staff will move forward with conducting the needs assessment, and developing goals and performance measures for the LRTP.

P. Wolfe noted that this work is helping the region get ready for the challenges of the future and that it is an opportunity to look ahead and envision what the transportation system should look like and function, and what communities should look like. The visions and policies are the MPO's first step in preparing for that future. She then gave an overview of the federal, state, and regional framework that the MPO will be working within as it develops the LRTP, noting that the MPO's work will be influenced by state and federal initiatives, guidance, and legislation, as well as by funding limitations and opportunities from new technologies.

New federal initiatives are calling for MPOs to take action to promote sustainable communities, address climate change, and use livability principles to guide planning. Livability principles include providing more transportation choices (including non-motorized choices), providing equitable and affordable housing, enhancing economic competitiveness, and focusing resources on existing communities.

State initiatives that will guide the MPO's work include the Healthy Transportation Compact, which aims to increase access to healthy transportation alternatives, such as bicycling and walking; the Global Warming Solutions Act, which calls for limits to greenhouse gas emissions; and themes from MassDOT's YouMove Massachusetts initiative. Also informing the MPO's work will be two studies: *Transportation Finance in Massachusetts: An Unsustainable System*, and the *MBTA Review* (D' Alessandro report).

The regional framework includes MetroFuture, MAPC's plan for how the region will grow. E. Bourassa distributed the MetroFuture handbook to members and discussed the plan. The development of MetroFuture involved an extensive public participation process for communities and businesses in the region, and was approved by MAPC's council in 2008. At the core of the plan is a recognition that there is a need for a strong link between

land use and transportation, and that growth should be concentrated in regional urban hubs and areas where there is existing infrastructure and settlement. The future envisioned in MetroFuture would be one where there are more opportunities for people to walk, bicycle, and travel by transit, and where there are vibrant communities, economic development, and an increase in the region's density.

P. Wolfe added that other sources of regional input would come from the outreach that the MPO conducted during the development of the current LRTP, *JOURNEY TO 2030*, and ongoing MPO outreach. She summarized themes that the MPO has heard from members of the public (these themes are listed in the attached handout).

Following the presentation, members discussed how to proceed. Several members expressed interest in allotting more time to this task and having the chance to talk with colleagues about the policies and visions. After a discussion, members agreed to devote an entire meeting to this work on March 25.

During the course of their discussion, members voiced a number of ideas about the work to develop visions and policies:

M. Pratt stated that the issue of land preservation for the future has to be addressed. She then spoke in reference to the proposed Mobility vision that calls for the inclusion in the MPO's planning process of people for whom English is a second language. She expressed her personal belief that the MPO's business should be conducted in English. C. Bench noted that the MPO is required by the federal government to conduct outreach to populations with limited English proficiency, and that the debate about whether people should be speaking only English at MPO meetings is not a topic the MPO needs to debate now in reference to moving forward with the public process for the LRTP.

D. Koses noted that, since the LRTP will be a financially constrained document, the MPO will have to think about the limited finances available to the MPO when it develops its visions, and that it should not set a vision that can not be realized. To that point, E. Bourassa added that the visions and policies would be important for helping the MPO prioritize its limited financial resources.

C. Bench offered that the MPO could use public comments to determine mobility gaps and challenges, and identify themes to be addressed. He recommended that the MPO identify a suite of transportation problems, and then develop the vision and policies aimed at addressing those problems. He cited the MPO's work to address bottlenecks as an example of the type of regional problems that could be addressed in the LRTP.

P. Regan advised against starting the process based on public comments because those comments are often project specific and do not provide broad feedback on the quality of the transportation system. He stated that he would not want to undercut the broader topics that the federal and state guidance and law are requiring the MPO to address (in terms of land use, density, and improving connectivity). C. Bench noted that through the YouMove Massachusetts civic engagement process, members of the public voiced

concerns that were in line with the direction federal and state guidance is leading, in terms of environmental concerns and dissatisfaction with sprawl.

P. Wolfe stated that the MPO values public input into the MPO's planning process, but she reminded members that there needs to be a different approach for planning to 2035. The planning must also be about preparing for the challenges the region will be facing in the future, and not only about issues it is facing now. The MPO needs to conceptualize what the region has not yet experienced and create a vision to chart the course.

Tom Kadzis, City of Boston, indicated that the process for selecting the vision and policies could be done as in the past with staff leading with suggestions. He suggested that the MPO select fewer vision items (or condense them) and attempt to eliminate the goals that are at cross-purposes. He expressed some concern about visions and policies regarding land use given that land use decisions are not under the MPO's control.

E. Bourassa stated that the MPO's role is to balance state transportation investment decisions with local land use decisions, to create the type of growth that leads to the visions. He noted that under MetroFuture, growth can happen in any community, but that the growth should occur where there is existing infrastructure.

T. Kadzis stated that the MPO also has an interest in setting expectations for customer service, and he expressed concerns about having visions that will not be realized for the customer. He remarked on the Secretary's comments regarding MassDOT's emphasis on customer service. D. Koses expressed agreement with T. Kadzis' position. He suggested prioritizing the visions and perhaps deleting some.

T. Bent noted that the question before the MPO is whether to accept the fiscal reality and have no vision, or create a vision that can inform the legislature about what the public wants to be done. M. Pratt added that the MPO has to set visions and the steps to reach them. She noted the importance of planning to address the serious problems the region will be facing.

Jeff Rosenblum, City of Cambridge, commended the MPO staff for presenting the vision and policy information in this way (and for the work they did on the current LRTP). He expressed his view that setting a vision is part of the solution, and that after the MPO selects projects, the MPO should have metrics in place for evaluating whether the goals are being achieved.

Members agreed to meet on March 25 at 9AM for further discussion on the vision and policies.

11. Update on Job Access Reverse Commute and New Freedom Project Solicitation – *Alicia Wilson, MPO Staff*

Members were provided with a summary of the applications for Job Access Reverse Commute and New Freedom funding. (See attached.) The full proposals will also be available for members. A. Wilson noted that the applicants will be attending the April 1

meeting to answer questions from members. She also stated that the amount requested in the submissions is less than the amount of funding available to the Boston Urbanized Area (UZA). Other MPOs in the UZA are competing for the funds as well; applicants from the Boston Region MPO represent about half of the submissions.

E. Bourassa expressed concern that the MBTA has not applied for these funds. P. Wolfe noted that while it is too late for the MBTA to submit a request for this round of funding, there may be future opportunities if not all the money is used.

In response to a question from M. Pratt regarding the Regional Equity Program outreach, A. Wilson reported that all the organizations listed in the appendix to the March 18 memorandum, titled "Regional Equity Outreach Results," were contacted. (See attached.) Some organizations did not respond, but staff made multiple attempts to contact them by phone and email.

12. Transportation Improvement Program Update – *Hayes Morrison, MPO Staff*
Members were provided with a revised schedule for the 2010 Municipal TIP Input Days. (See attached.) H. Morrison noted several changes: the Town of Bedford has asked to present an additional project; the Towns of Scituate and Gloucester have RSVP and are added to the schedule; and the Town of Marshfield's presentation has been moved to Day 2.

13. State Implementation Plan

This agenda item was postponed until the April 1 meeting.

14. Members Items

There were none.

15. Adjourn

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

Transportation Planning and Programming Committee Meeting Attendance
Thursday, March 18, 2010, 10:00 AM

Member Agencies

MassDOT

MassDOT Highway
City of Boston

City of Newton
City of Somerville
Massachusetts Port
Authority
MAPC

MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council
Town of Bedford
Town of Framingham
Town of Hopkinton

Representatives and Alternates

Jeffrey Mullan
Clinton Bench
John Romano
Jim Gillooly
Thomas Kadzis
David Koses
Thomas Bent
Lourenço Dantas

Eric Bourassa
Jim Gallagher
Joe Cosgrove
Paul Regan
Laura Wiener

Richard Reed
Ginger Esty
Mary Pratt

MPO Staff/CTPS

Mike Callahan
Maureen Kelly
Anne McGahan
Hayes Morrison
Sean Pfalzer
Karl Quackenbush
Arnie Soolman
Mary Ellen Sullivan
Alicia Wilson
Pam Wolfe

Other Attendees

Lynn Ahlgren

Mark Guenard
Rafael Mares
Sue McQuaid

Steve Miller
Steve Olanoff

Joe Onorato

Ellin Reisner

Jeff Rosenblum
Bryan Slack

MetroWest Regional Transit
Authority
MassDOT
Conservation Law Foundation
Neponset Valley Chamber of
Commerce
Harvard School of Public Health
Regional Transportation
Advisory Council/Town of
Westwood
MassDOT, Highway Division
District 4
Somerville Transportation Equity
Partnership
City of Cambridge
MassDOT, Highway Division
District 3

MEMORANDUM

Date: March 18, 2010

To: Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization

From: Laura Wiener, Chair, and Mike Callahan, Coordinator, Regional Transportation Advisory Council

Re: Report on the Regional Transportation Advisory Council's Bicycle and Pedestrian Planning Forum, March 10, 2010

On March 10, the Regional Transportation Advisory Council hosted the first of what it hopes will be a series of forums on important transportation issues within the purview of the Boston Region MPO. We intend for these forums to serve as a way to gather valuable information that can be transmitted to the MPO for consideration in its planning and programming work. The first panel brought together several bicycle and pedestrian advocates and planners from the cities of Boston and Cambridge; MassBike; WalkBoston; and the staffs of the Metropolitan Area Planning Council and the Boston Region MPO. The discussion was attended by more than 40 representatives of various municipalities, state agencies, and advocacy groups in the region, and is summarized in this memorandum.

The panelists were each given five minutes to discuss their work and their goals for the future before engaging in a discussion moderated by Cathy Buckley, Bicycle and Pedestrian Specialist, of the Boston Region MPO staff. Their presentations highlighted their recent work on legal issues, infrastructure, education and outreach programs, and research. Attached are brief summaries of some of the panelists' recent work. The forum ended with questions from Advisory Council members and guests. The panelists' comments and ideas are summarized below and are reported for consideration as the next Long-Range Transportation Plan, the federal fiscal years (FFYs) 2011–2014 Transportation Improvement Program, and the FFY 2011 Unified Planning Work Program are being developed.

A point on which all of the panelists agreed is that bicycling and walking are components of a plan to address myriad social problems in the United States, including obesity, climate change, energy security, congestion, and air pollution. The panelists offered recommendations on how to address these issues by increasing the share of trips made by bicycling and walking in the Boston region. The recommendations and ideas are organized into three categories: policies, programs, and research, and are listed below:

Policies

- The MPO should adopt and enforce a complete-streets policy. This would require all roadway improvements (with the exception of limited-access highways) to include accommodations for pedestrians and bicyclists.
- The MPO and the Massachusetts Department of Transportation should balance funding among modes to support a transportation system that provides its users with choices. The MPO should flex federal highway funds to transit maintenance and expansion projects, and allocate funds annually to transportation enhancement projects. The recent "Bicycling and Walking in the United States: 2010 Benchmarking Report," produced by the Alliance for Bicycling and Walking, reported that approximately 11 percent of trips in Massachusetts are made by walking or bicycling, yet less than one percent of federal transportation funds are spent on these modes.

- The MBTA should repeal peak-hour restrictions for bicycles on the Blue Line, a critical transportation link for bicycle commuters traveling from north of Boston into downtown Boston.
- The Massachusetts Department of Transportation should purchase the right-of-way for regional trail projects, rather than requiring municipalities to do so. This is the practice for highway projects; bicycle and pedestrian projects should be treated the same way.
- The Registry of Motor Vehicles should be a national leader in strengthening its driver education requirements to improve drivers' awareness of the needs and vulnerabilities of other road users.
- Municipalities should prioritize removal of snow and ice from sidewalks and trails. Snow and ice are not tolerated on roadways, and its removal from sidewalks and trails is critical for people who rely on walking, bicycling, or transit to meet their mobility needs.
- Agencies and municipalities should encourage the legislature to lower the prevailing speed limit in Massachusetts's communities to 25 miles per hour in areas of heavy pedestrian usage. Studies have shown that pedestrians hit by a vehicle moving 20 miles per hour have a 5 percent fatality rate, while pedestrians hit by a vehicle moving 30 miles per hour have a 45 percent fatality rate—nine times higher.
- The state legislature should also be encouraged to increase the state's gasoline tax to fund improvements to the bicycle and pedestrian system. Very high bicycle and pedestrian mode shares have been achieved in some European countries, including Germany, whose climate is similar to that of Eastern Massachusetts. This has been made possible not only because of programs for encouraging these modes, but also because of the price of gasoline. An 11-gallon purchase of gasoline here is about \$32; in the Netherlands, it is about \$83, and it is about \$70 in Great Britain. Since 1990, Great Britain has reduced its carbon output by 20 percent, while during the same time period, carbon output increased by 17 percent in the United States.

Programs

- The MPO should consider helping to fund the bike-sharing program that has been proposed in Boston, Cambridge, Somerville, and Brookline.
- The MPO should continue to fund bike-parking infrastructure throughout the region.

Research

- Agencies should collect more data on the use of sidewalks, streets, and trails by bicyclists and pedestrians.
- Agencies should hire data collectors, rather than using volunteers, to collect information on the use of sidewalks, streets, and trails by bicyclist and pedestrians, and should use the latest technology to collect the data, as is the practice for monitoring nonmotorized traffic.
- The Boston Region MPO should include studies in the FFY 2011 Unified Planning Work Program that investigate how the current bike trails in the region could be connected to create a cohesive network, and how to improve access to transit for bicyclists and pedestrians.

The Advisory Council asks the MPO, and its member agencies and municipalities, to consider these thoughtful policies, programs, and research proposals. While the Advisory Council does not officially endorse these recommendations, they are consistent with the Advisory Council's priority of attaining balance among modes.



WalkBoston

our work

WalkBoston engages in a wide array of efforts to make Massachusetts more walkable for everyday activities – walking to transit, to school, to shop and to work. We focus our advocacy to benefit those who most depend on walking: people with lower incomes, elders, children, people with disabilities, and transit users.

Advocacy Training – through slide shows, walks and conversations with citizens, engineers, planners and agency staff, we work to excite interest and engagement from a broad variety of residents and professionals in becoming pedestrian advocates in their own communities.

Boston – we advocate in the city on many issues: traffic signal timing, neighborhood walking conditions, active transportation as part of the Boston Collaborative for Food & Fitness, Complete Streets policies to balance the needs of walkers, transit users, bicyclists and vehicles on our streets, and preserving the walkability of the Greenway.

Outreach – we work to get people walking and thinking about walking throughout Massachusetts using many tools: maps (new this year: Watertown, Harvard University, Walpole, Braintree, Malden, Cathedral Housing...and more); walks throughout the region (many led by state legislators); (PARK)ing Day's one-day celebratory transformation of a parking space into a pocket park; environmental and transportation fairs; presentations at local, state and national conferences; and learning for the future through our Federal Transit Administration research into engaging walkers/transit users in transit planning along the Route 39 bus route in JP.

Statewide Project Review – our reviews help ensure that transportation and development projects provide good pedestrian environments. This year, we paid especially close attention to the road and bridge projects funded with federal stimulus dollars and the MA Accelerated Bridge Program, most notably the Charles River Basin bridges. We are working with fellow advocates to advance a vision of bridge and road designs that safely and attractively accommodate pedestrians, bicycles, persons with disabilities and transit users, while helping to create a transportation future that reduces our dependence on vehicular traffic.

Safe Routes to Schools (SRTS) – we provide 2nd grade safety education at individual schools across the state, carry out the Community SRTS program with Brockton, Newton, Stoneham and Watertown, and participate actively in the MA SRTS Task Force, and the Steering Committee of the SRTS National Partnership.

Smart Growth/Transit Oriented Development – as our attention turns to large-scale land use and climate change, we have begun to work with new partners to help shape development patterns and advocate for transit, a critical element of walkable communities.

Snow – sidewalk snow and ice clearance tops the agenda for many of our members. We share policy recommendations on snow clearance and are working with Somerville, Newton and Watertown, as well as state legislators to advance this important issue locally and statewide.

2009 Transportation Reform Legislation – WalkBoston worked with legislators and other advocates to ensure that walking, health, and sidewalk snow clearance were included in the Act. We are participating as the Healthy Transportation Compact created by the Act gets underway with the Massachusetts Departments of Transportation, Health and Human Services and Energy and Environment. Our key 2010 legislative priority is the passage of an Act to reduce the prevailing speed limit in urbanized areas from 30 mph to 25 mph – a critical pedestrian safety measure.

MAKING OUR COMMUNITIES MORE WALKABLE

Old City Hall | 45 School Street | Boston MA 02108 | T: 617.367.9255 | F: 617.367.9285 | info@walkboston.org | www.walkboston.org



MassBike's 2009 Accomplishments:

- Bicyclist Safety Act signed into law
- Completed a study of bikeability in five Boston neighborhoods
- Launched new MassBike Calendar using Google Calendar, featuring public meetings statewide, part of our new focus on public engagement
- Organized and led the MA delegation to the National Bike Summit
- Played leading role in promoting Bay State Bike Week and National Bike Month
- Cape Cod and Islands Chapter held first Cape Cod Bicycle Forum
- Helped MassHighway draft new statewide rumble strip policy that is more bike-friendly
- Conducted online Safety Survey of almost 1800 bicyclists and motorists
- Ran Pump & Lube Stations to encourage bicycle commuting
- Forest Hills bike cage opened (with other advocates and the T) and the T removed the last restriction on folding bikes
- Replaced our popular but aging website: blogging, Facebook, and Twitter to reach more people more effectively
- Pioneer Valley Chapter got bike racks on last 29 PVRTA buses, now 100% rack-equipped
- Launched Same Roads Same Rules campaign
- Continued statewide advocacy efforts on MABPAB, Trails and Greenways Task Force, SRTS Task Force, and project-specific advocacy delivering testimony and written comments
- Taught bicycling skills and safety classes to 3020 people, including adult classes, commuter workshops, and Safe Routes to School
- Valet parked over 500 bicycles at events to encourage bicycle transportation
- Expanded MassBike Spins Ride Series to 27 rides

MassBike's Campaigns for 2010:

- Vulnerable Road Users Bill, which would increase penalties for motorists who injure or kill bicyclists, pedestrians, and other vulnerable road users. It would also make it easier to prosecute those motorists.
- Major spring push on Same Roads, Same Rules campaign
- Safe Routes to School Train-the-Trainer program,
- Campaign to relax MBTA peak hour restrictions for bicycles
- Bay State Bike Week

Contact:

Shane Jordan

Director of Education and Outreach

Massachusetts Bicycle Coalition

shane@massbike.org

617-542-2453

Bicycle and Pedestrian Related Activities of MAPC

Regional Bicycle Share Program

MAPC is working with the cities of Boston, Cambridge, Somerville and the Town of Brookline to develop a regional bicycle share program. The Montreal BIXI system has been selected to operate the program. BIXI Boston is anticipated to begin in July 2010 with 1,000-2,500 bicycles, depending on funding obtained.

Regional Bike Rack Program

The Regional Bike Rack Program provides communities in MAPC's region with the opportunity to purchase bike racks or related equipment and receive full reimbursement for the purchase. Over 9,000 bicycle parking spaces have been installed to date in over 70 MAPC communities.

Regional Pedestrian Plan

MAPC is finalizing the draft of its Regional Pedestrian Plan. The Plan will identify and recommend policies and practices to facilitate and encourage walking as a convenient, safe, and practical form of transportation. Policies that promote best practices in design of both pedestrian facilities and land use and urban will be announced.

Local Planning Studies

MAPC assists communities at the local level to help recommend components of projects or develop plans. Here is an example of recent efforts that involved pedestrian or bicycle components.

Alewife Bicycle and Pedestrian Access Study

Completed in May 2009, the Alewife Bicycle and Pedestrian Access Study provides recommendations for improving pedestrian and bicycle access to Alewife Station. This study identifies current conditions in and around the station, current proposals in planning or design, and recommended short and long term projects and actions.

Weymouth Landing Planning Study

This district is located on the border of Weymouth and Braintree and is now served by a new commuter rail stop on the Greenbush Line. This comprehensive planning study recommends geometric changes to the roadways to provide for wider sidewalks, significantly reduced curb radii at intersections, and lane reductions.

Arlington Center

MAPC helped make recommendations on geometric and traffic lane changes to better accommodate bicycles and pedestrians connecting the gap in the Minuteman Trail at Arlington Center.

Bicycle and Pedestrian Related Activities of Boston Region MPO Staff

Data Collection and Analysis

Mapping and analysis of crash data. On-road and trail counts in the Boston MPO region since mid-70's; counts of major trails statewide since 2007. Available on Boston MPO website: www.bostonmpo.org.

General Bicycle-Pedestrian Studies

MetroWest; Minuteman–Charles River Bikeway Connector; North Shore Bikeway; Somerville–Boston Path Extension; Route 9, Newton Highlands, Pedestrian Access; MetroWest Bicycle Compatibility Index; Pedestrian and Bicycle Improvements in Town Centers; Improving Pedestrian and Bicyclist Access to Selected Transit Stations; Pedestrian and Bicycle Improvements in Six Urban Centers.

General Transportation Studies

Bicycle and pedestrian modes included in ongoing, regionwide Congestion Management Program and the new Coordinated Technical Assistance to Communities. For the latter, studies have been done or are ongoing for Arlington, Millis, Walpole and Wrentham.

Liaison

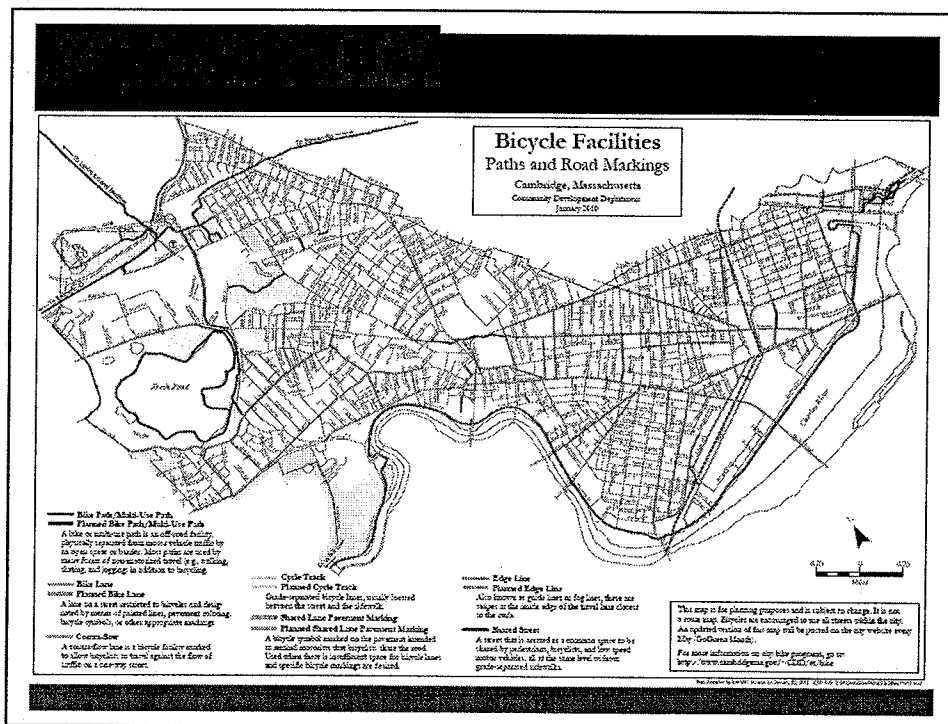
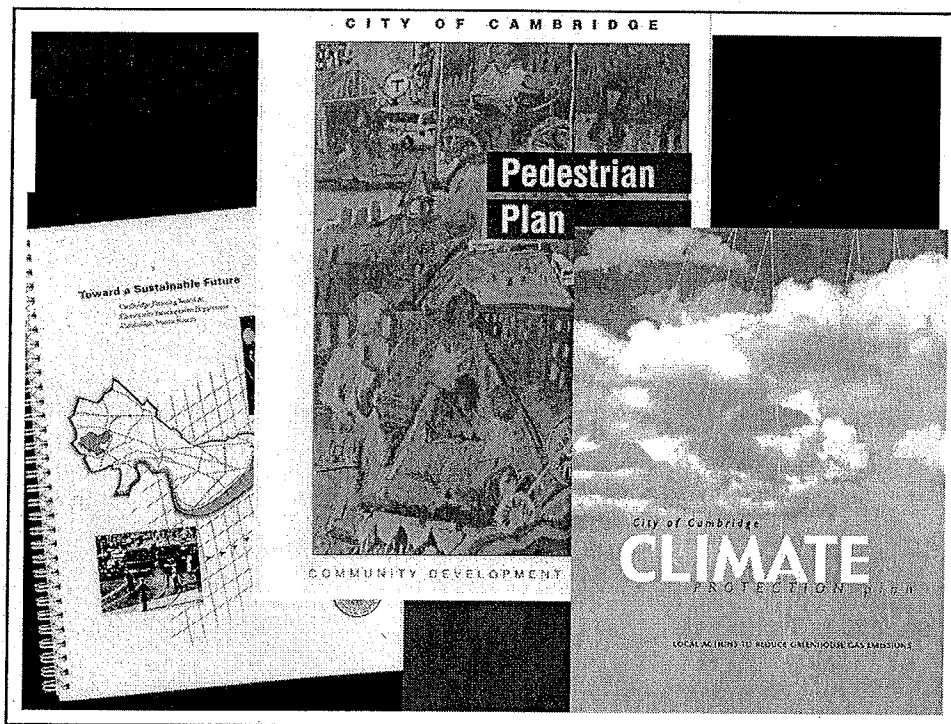
Involved with the MA Bicycle-Pedestrian Advisory Board, the Trails and Greenways Task Force, and local organizations.

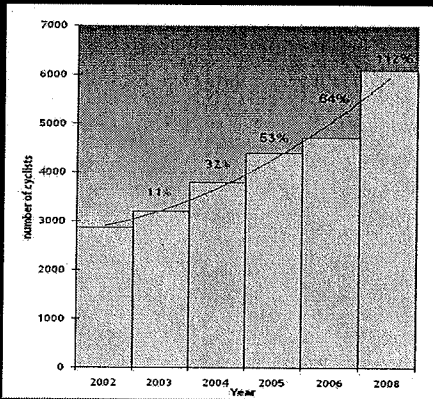
Studies of Trails

Minuteman Commuter Bikeway; Bike-to-the Sea (Strand, on the East Saugus Branch); Assabet River Rail Trail; Central Mass (Waltham to Berlin); Bruce Freeman Trail (Lowell-Sudbury & Sudbury-Framingham); Saxonville Branch; Stoneham portion of Tri-Community Path.

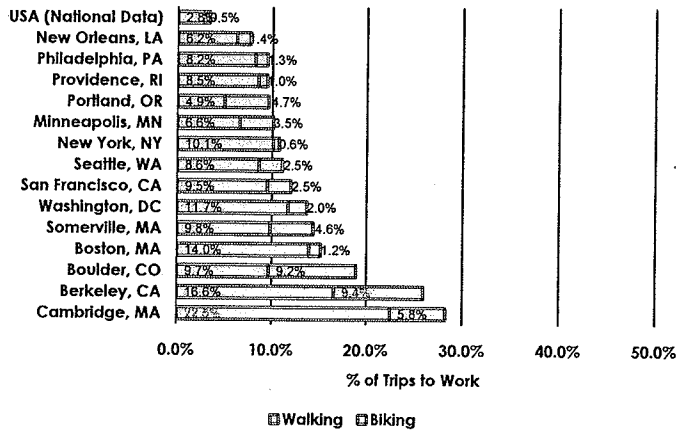
Walkable Community Workshops

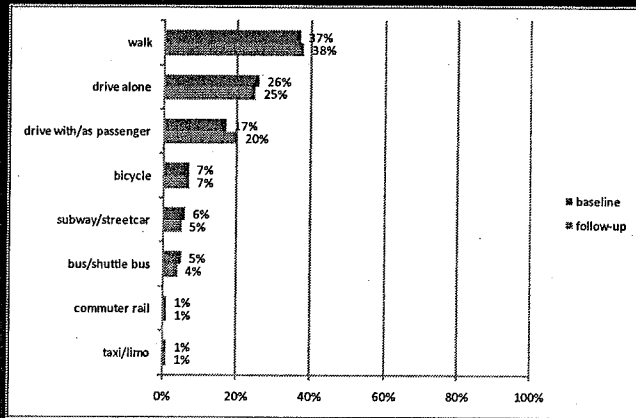
MPO staff have given workshops in the following 29 municipalities since 2003: Acton, Arlington, Bellingham, Belmont, Beverly, Bolton, Brookline, Chelsea, Framingham, Franklin, Hopkinton, Hudson, Hull, Ipswich, Lexington, Malden, Maynard, Norwell, Rockland, Rockport, Saugus, Scituate, Somerville, Stoneham, Stow, Wayland, Wellesley, Westwood, and Wrentham. Several slots are available for the 2010 program.





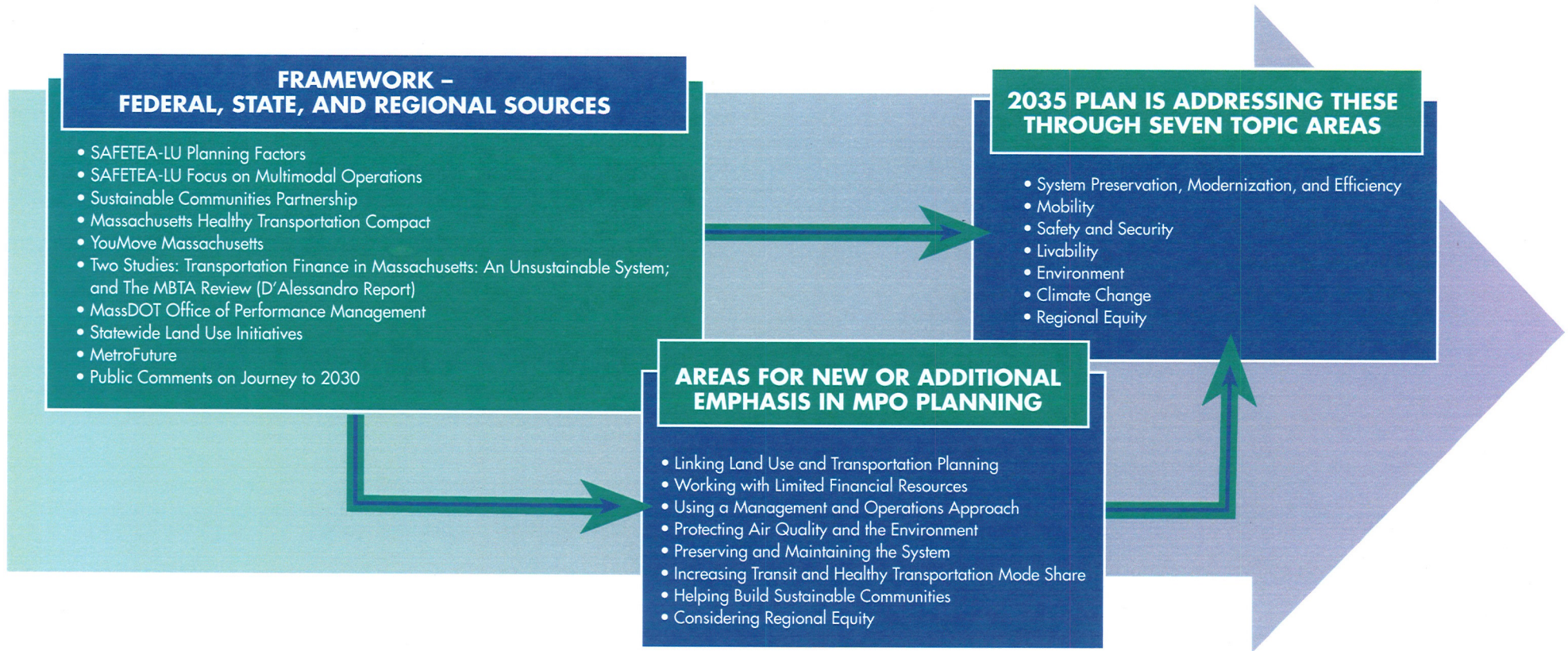
Comparisons of Commuters who Walk and Bike to Work in Select US Cities





PLANNING GUIDANCE AND RESPONSE

Boston Region MPO's Long-Range Transportation Plan



**Framework for Visions and Policies for the
2035 Long-Range Transportation Plan
March 11, 2010**

The Boston Region Metropolitan Planning Organization (MPO) is beginning the process of formulating its visions and policies for transportation in the region as part of its new, long-range regional transportation plan. Its visions and policies will guide MPO transportation decision-making and lay the groundwork for the region's future.

The MPO must base the visions first on the federal planning factors that were most recently laid out in SAFETEA-LU and other, subsequent federal guidance. State legislation and statewide planning and policy initiatives also need to be considered. Another key element is the current land use and demographic planning conducted by the Metropolitan Area Planning Council. The visions should build on the MPO's previous priorities for transportation improvements. Very importantly, they should articulate the views and ideas presented by members of the public during the development of the last full long-range regional transportation plan, JOURNEY TO 2030, and other recent public outreach activities of the state and the MPO.

The following material is intended to provide information describing the current "lay of the land" for metropolitan transportation planning in the MPO region. This includes federal, state, and regional regulations, initiatives, guidance, and public input.

The elements of the framework presented in the material make it clear that the MPO's visions and policies for the region should be updated. The challenges the region faces increase the urgency of reflecting an evolution in how the region views its communities and envisions its transportation infrastructure and services. They include addressing climate change and the region's needs for mobility, and access to destinations, energy, infrastructure maintenance, cultural and environmental resource protection, and economic development within the context of limited financial resources. This requires that transportation planning involve additional steps to incorporate the linking of land use and transportation planning, making full use of a management and operations approach to solving transportation problems, and folding in considerations from other areas of interest.

This long-range transportation plan looking out to 2035 is an opportunity to envision the region's transportation network and communities in a new light—promoting sustainability, health, mobility, and improved access to desired destinations.

The following material is presented in a bulleted, overview format. These notes are intended to support the discussion at the March 18, 2010, Transportation Planning and Programming Committee working session on Visions and Policies.

The Framework – Built on Federal, State, and Regional Initiatives and Guidance

- SAFETEA-LU planning factors
- SAFETEA-LU focus on multimodal operations
- Sustainable Communities Partnership
- Massachusetts Healthy Transportation Compact
- Global Warming Solutions Act
- YouMove Massachusetts
- Two studies: Transportation Finance in Massachusetts: An Unsustainable System; and the MBTA Review (D'Alessandro report)
- MassDOT Office of Performance Management and Innovation
- Statewide Land use initiatives
- MetroFuture
- Public comments on JOURNEY TO 2030

MPO Planning Areas Needing New or Additional Emphasis: Promoting Livable Communities

- Linking land use and transportation planning
- Working with limited financial resources
- Using a management and operations approach
- Protecting air quality and the environment
- Preserving and maintaining the transportation system
- Increasing transit and other healthy-transportation mode shares
- Helping to build sustainable communities
- Considering regional equity

2035 Plan Addresses These through Seven Topic Areas

The topic areas, derived from the framework initiatives and guidance, are:

- Mobility
- Livability
- Environment
- Climate Change
- System Preservation, Modernization, and Efficiency
- Safety and Security
- Regional Equity

Federal Framework for Metropolitan Transportation Planning

- Reflected strongly in the JOURNEY TO 2030 Visions and Policies
- Will continue to be the foundation of all MPO planning

SAFETEA-LU Planning Factors

- Support economic vitality; enable global competitiveness, productivity, and efficiency
- Increase safety – all users
- Increase ability to support homeland security and safeguard personal security
- Increase accessibility and mobility – people and freight
- Protect and enhance environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance integration and connectivity, across and between modes – people and freight
- Promote efficient system management and operations
- Emphasize preservation – existing transportation system

SAFETEA-LU and Multimodal Operational Efficiency

Use an objective-driven, performance-based approach – plan for desired system performance outcome.

- Focuses on needs
- Uses performance measures to define success and track outcomes
- Uses management and operations strategies
- Makes better use of the existing transportation network, reducing capital costs
- An effective, value-added way to reduce congestion, and to improve mobility, safety, access to transit, and intermodal connections

Sustainable Communities Partnership

A federal policy directive to the Department of Transportation, the Environmental Protection Agency, and the Department of Housing and Urban Development to integrate problem solving into for housing, land use, and transportation planning by.

- Promoting and implementing policies and programs to address climate change, protect the environment, and advance federal transportation and housing goals
- Recognizing the coordinated action needed to address climate change and solve problems
- Asking MPOs to use the Livability principles to guide vision, planning, and decisions

Livability Principles

- Provide more transportation choices, including transit and nonmotorized
- Promote equitable, affordable housing
- Enhance economic competitiveness

- Target resources to existing communities, including environmental quality
 - clean air, energy efficiency, aesthetics, environmental and cultural resources
- Coordinate and leverage federal policies and investment
- Value unique characteristics of communities, no matter their size

Massachusetts Framework Influencing Metropolitan Transportation Planning

Massachusetts Healthy Transportation Compact

An interagency group composed of the Massachusetts Department of Transportation (MassDOT), Executive Office of Health and Human Services, and the Office of Energy and Environmental Affairs, was established by transportation reform legislation.

Purposes:

- Address transportation needs
- Promote public health
- Promote a clean environment

Goals:

- To promote interagency cooperation
- To increase access to healthy transportation alternatives in order to:
 - Reduce greenhouse gas emissions
 - Increase physical activity
 - Increase service options for persons with disabilities
- Increase bicycle and pedestrian travel
- Support implementation of complete streets
- Develop and use health impact assessments
- Facilitate access to appropriate, cost-effective transportation for individuals with disabilities
- Expand Safe Routes to Schools program

Global Warming Solutions Act

- Seeks to establish statewide greenhouse gas (GHG) emissions limit: minimum of 80 percent below 1990 levels by 2050
- Directs development of an implementation plan to achieve the above emissions goals; the plan will include actions in the transportation sector
- Requires interim targets of 10 to 25 percent emissions reductions for each decade
- Requires a report on implementation every five years; includes cost-effectiveness, societal benefits, impacts on low-income communities, and cost minimization
- Convenes an advisory committee to advise the executive office in overseeing GHG reduction measures

YouMove Massachusetts

A MassDOT program to solicit views from users of the transportation system to be included in the statewide long-range transportation plan.

- Comments organized into 10 themes:
 - Improve transportation system reliability
 - Focus attention on maintaining transportation system
 - Design transportation systems better
 - Encourage shared use of infrastructure
 - Increase capacity by expanding existing facilities and services
 - Create a more user-friendly transportation system
 - Broaden the transportation system to serve more people
 - Provide adequate transportation funding and collect revenue equitably
 - Minimize environmental impact
 - Improve access to our transportation system

Report by the Massachusetts Finance Commission.

Transportation Finance in Massachusetts: An Unsustainable System: Findings of the Massachusetts Transportation Finance Commission (March 28, 2007)

The Massachusetts Finance Commission was established by the Massachusetts Legislature to identify:

- The transportation system's capital and operating needs, for all modes
- Future funds that are likely to be available
- The balance between needs and funds

Report findings:

- Extensive maintenance needs – highway and transit
- An approximate \$15 to \$19 billion funding shortfall for maintenance over the next 20 years
- No funds available for expansion or enhancement programs and projects

Report: The MBTA Review (D'Alessandro Report)

David D'Alessandro was charged with leading an independent review of MBTA finances, operations, and organization.

Report findings:

- Finances are crippled by a structural operating deficit.
- Deficits are growing.
- There are significant maintenance needs for the aging infrastructure.

MassDOT Office of Performance Management and Innovation

- Reports on the progress of transportation reform implementation
- Establishes program goals
- Develops MassDOT strategic plans for program activities and performance goals
- Measures and documents performance against goals

Land Use Initiatives

- Executive Order 418
- Community Preservation Act
- Chapter 40R/Smart Growth Zoning Incentive Program and Chapter 40S/Smart Growth School Cost Reimbursement
- Chapter 443D Priority Development Sites Program
- Commonwealth Capital Policy
- Transit-Oriented Development Bond Program
- Green Communities Act
- Executive Office of Housing and Economic Development Growth Districts Program
- South Coast Rail Corridor Plan

MetroFuture

A long-range plan for Greater Boston's future; it envisions future qualities of the region's communities and reflects the region's consensus about the areas of identified growth and preservation. Its six major goals are:

- Sustainable growth patterns
- Housing choices
- Healthy communities
- Regional prosperity
- Transportation choices
- Healthy environment

To achieve those goals, the MetroFuture plan promotes:

- Growth in identified already developed areas, including metropolitan cores, and in identified regional hubs and suburban centers
- Environmental protection of identified high-priority conservation areas, including open spaces, farms, parks, and greenways, for habitat, ecology, recreation, and scenic beauty
- Multimodal investments in transportation corridors, in the MetroCore (identified in MetroFuture as Boston and portions of some surrounding communities) and other areas of concentrated growth; includes transit and additional infrastructure for biking and walking and facilitates choosing these options over driving

- Housing and job growth near metropolitan, village, and town centers; supports racial, ethnic, age, and income integration and access to education, services, and jobs
- Reductions in congestion and pollution; people will live near their work places and investments in transportation will provide cleaner, healthier options

Public Comment to the MPO

There was a rich store of public comments on JOURNEY TO 2030 and its Amendment, solicited through extensive outreach.

The comments included asking the MPO to take action to:

- Expand access to transit services, regionwide
- Improve existing roadway system; address safety issues; reduce congestion
- Expand bicycle and pedestrian network and address safety issues
- Maintain the existing transit system
- Improve public transit services (all modes)
- Increase roadway capacity
- Increase parking at transit and park-and-ride lots
- Set and evaluate regional goals
- Discuss transportation-related public health issues
- Address freight needs
- Address climate change
- Address accessibility (ADA) needs

Ideas for Visions and Policies for the 2035 Plan

March 10, 2010

Introduction

To begin the discussion about the visions and policies for the 2035 long-range transportation plan, MPO staff have prepared the following work sheets. Each work sheet names one vision topic and includes either possible ideas for that vision or ideas for its related policies. There are also blank lines on each sheet to provide space for members of the Transportation Planning and Programming Committee and members of the public to use for writing in additional ideas. These vision topics reflect the 2035 Transportation Plan's major topics, which were selected based on current federal, state, and regional requirements, guidelines, and initiatives.

2035 Visions and Policies – Main Topics

- Mobility
- Livability
- Environment
- Climate Change
- System Preservation, Modernization, and Efficiency
- Safety and Security
- Regional Equity

Mobility

Ideas for Mobility Vision:

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

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

Ideas for Mobility Policies

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

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

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

Livability

Ideas for the Livability Vision:

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

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

Ideas for Livability Policies

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

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

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

Environment

Ideas for Environment Vision:

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

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

Ideas for Environment Policies

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

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

Additional ideas:

1) _____

2) _____

3) _____

4) _____

5) _____

6) _____

7) _____

Notes:

Climate Change

Ideas for Climate Change Vision:

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

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

Ideas for Climate Change Policies

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

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

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

System Preservation, Modernization and Efficiency

Ideas for System Preservation, Modernization and Efficiency Vision:

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

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

Ideas for System Preservation, Modernization, and Efficiency Policies:

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

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

Safety and Security

Ideas for Safety and Security Vision:

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

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

Ideas for Safety and Security Policies

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

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

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

Regional Equity

Ideas for Regional Equity Vision:

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

Additional ideas:

1) _____

2) _____

3) _____

4) _____

5) _____

6) _____

7) _____

Notes:

Ideas for Regional Equity Policies

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

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

Additional ideas:

1) _____

2) _____

3) _____

4) _____

5) _____

6) _____

7) _____

Notes:



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Boston, MA 02116-3968
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TTY (617) 973-7089
www.bostonmpo.org

Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Arnold J. Soolman
Director, MPO Staff

The Boston Region MPO,
the federally designated
entity responsible for
transportation decision-
making for the 101 cities
and towns in the MPO
region, is composed of:

MassDOT Office of Planning and
Programming
City of Boston
City of Newton
City of Somerville
Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton
Metropolitan Area Planning Council
Massachusetts Bay Transportation
Authority Advisory Board
Massachusetts Bay Transportation
Authority
MassDOT Highway Division
Massachusetts Port Authority
Regional Transportation Advisory
Council (nonvoting)
Federal Highway Administration
(nonvoting)
Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE March 11, 2010
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Alicia Wilson
RE Job Access and Reverse Commute (JARC) and New Freedom Grant
Proposals Received

The solicitation period for JARC and New Freedom proposals closed at 4:00 PM on Friday, March 5, 2010. Eight proposals from six entities were received within the time limit.

The attached table briefly describes the proposals and the amounts requested. There is \$3.2 million in JARC funds and \$2.26 million in New Freedom funds available for the Boston Urbanized Area. This solicitation generated requests for \$1,315,639 in JARC funds and \$1,302,452 in New Freedom funds. A more detailed matrix will be sent to you prior to the meeting on March 18, 2010.

AW/aw

**JOB ACCESS AND REVERSE COMMUTE (JARC) AND NEW FREEDOM PROPOSALS, March 2010
Boston Region MPO**

APPLICANT	JARC	\$ REQUESTED	NEW FREEDOM	\$ REQUESTED
MetroWest Regional Transit Authority (MWRTA)	East Marlborough Service	\$887,250	Expanded Paratransit Service	\$726,000
Cape Ann Transportation Operating Company			Medical HealthLink Shuttle	\$59,885
Logan Transportation Management Association (TMA)	Logan Sunrise Shuttle North Extension	\$92,984		
Greater Lynn Senior Services			The GLSS Mobility Links Project, Phase 2	\$179,698
Cape Ann Transportation Authority	CATA Interactive Voice Response Project	\$76,500		
Greater Attleboro-Taunton Regional Transit Authority/Bill's Taxi			Enhanced Demand Response Service in the Foxboro Area	\$77,965
North Shore Workforce Investment Board	Specialized Employment Transportation Service for the North Shore	\$258,905	Specialized Employment Transportation Service for the North Shore	\$258,905
TOTAL FUNDS REQUESTED		\$1,315,639		\$1,302,452
FUNDS AVAILABLE		\$3,200,000		\$2,260,000



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan
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Massachusetts Bay Transportation
Authority Advisory Board
Massachusetts Bay Transportation
Authority
MassDOT Highway Division
Massachusetts Port Authority
Regional Transportation Advisory
Council (nonvoting)
Federal Highway Administration
(nonvoting)
Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE March 18, 2010
TO Transportation Planning and Programming Committee
FROM Alicia Wilson
RE Regional Equity Outreach Results

BACKGROUND

Through its Regional Equity Program, the MPO has an established process for considering the transportation needs and views of underserved constituencies, including communities of low-income, limited-English-proficiency (LEP), and minority residents. The MPO developed its Regional Equity Program in order to have a systematic method of considering environmental justice in all of its transportation planning work. The program builds on the foundation of ongoing outreach concerning transportation needs and previous analyses of accessibility and mobility for low-income and minority communities in the Boston region. The findings from this work have been incorporated in the development of MPO documents, including the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP).

In this program, information about the transportation needs of minority, LEP, and low-income populations has been primarily collected through one-on-one and small-group interviews, meetings with community contacts, surveys, and larger MPO focus groups or forums. Staff record, summarize, and classify the needs identified by each participant in the outreach process as related to the RTP, TIP, UPWP, service planning, and other planning processes. This information, along with copies of surveys, maps, and any other notes and information, is compiled in briefing books for review by community representatives and as input to MPO work.

OUTREACH ACTIVITY AND RESULTS IN 2008 AND 2009

The following is an analysis of community response to regional equity outreach between January 2008 and December 2009. This work analyzing participation has been undertaken to assess the effectiveness of the outreach approach in order to improve results from future outreach activity.

The Outreach Process

Staff identified 116 agencies and organizations (community development corporations and departments, housing authorities, family/multi-service centers, municipal planning departments, community action agencies, and health centers) as potential

contacts. Letters requesting meetings to discuss the Boston Region MPO transportation planning process were mailed to 88 of these entities between January 2008 and December 2009. They are located in 14 municipalities and 11 Boston neighborhoods. These 88 entities were selected after considering two factors regarding the area served by each entity: do one or more of the transportation analysis zones composing the area both (1) have a total minority (nonwhite or Hispanic) population of over 200 residents and (2) meet one or both of the following criteria:

- *Low Income*: A median household income at or below 60% of the 2000 MPO-region median household income (60% of the region's median household income of \$55,800 is \$33,480).
- *Minority*: A population that is more than 50% minority (nonwhite or Hispanic).

In addition, for regional equity outreach purposes, the order in which to contact the entities (presented in the appendix) was determined according to the following criteria regarding the area served:

- Areas that had not been contacted previously received highest priority. These areas were ranked by the size of their minority population and their average income and were assigned priority according to the combined rank.
- Areas that had been contacted previously were also ranked by the size of their minority population and their average income, and then ordered according to combined rank. In addition, municipalities with the very most recent contact were assigned lowest priority.

Participation in the form of input—given at meetings, by telephone, or by e-mail—was elicited from 25% of the contacted agencies. (Of this input, 59% was obtained through face-to-face meetings.) One percent of all respondents stated that they had no input to offer. Nearly three-quarters of all contacts either did not respond or said they would fill out a list of questions attached to the letter but never sent the responses. See Figure 1.

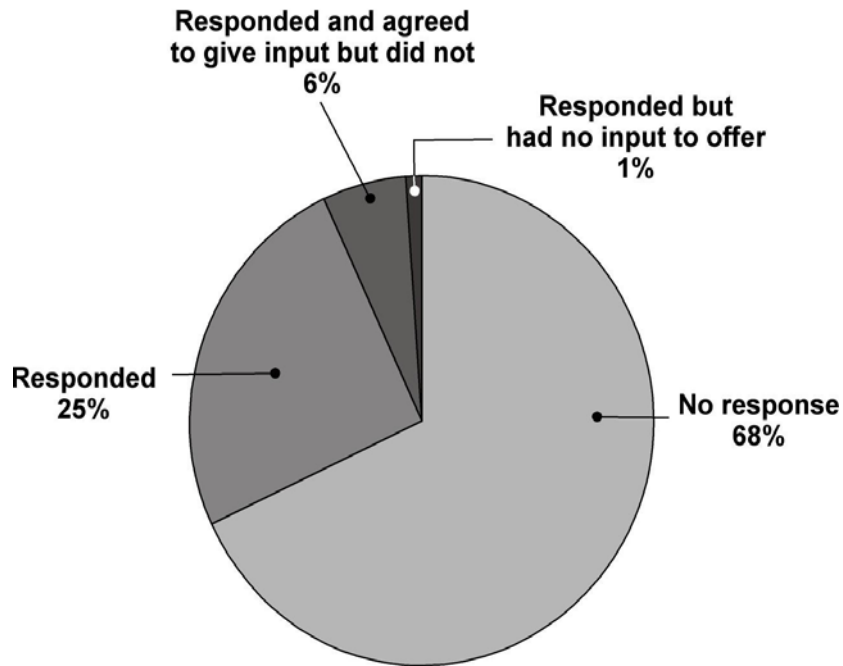
Multiple unsuccessful attempts by telephone and e-mail were made to reach most nonresponsive contacts. However, outreach letters were sent to 14 contacts late in 2009 and staff has yet to make follow-up calls. The response rate might improve after additional follow-up.

Of the contacts who responded to the original letter, 46% did so with no follow-up communication from the MPO having been necessary to elicit the response. See Figure 2. Approximately 40% required one follow-up call. Another 14% required two calls or a combination of phone calls and e-mail.

Issues Raised by Responsive Contacts

A majority of all comments (46%) received from the contacts were expressions of concern about some aspect of MBTA service. Thirteen percent were about issues related to traffic congestion, traffic signals, or roadway safety. Six percent of the comments raised no issue or indicated that MBTA transportation service is good. Table 1 categorizes the comments by eight categories of

Figure 1
Response to Regional Equity Outreach



issue. The dominant category is MBTA service/maintenance/shelters. Examples of specific issues within this category are:

- Commuter rail service is infrequent (especially during the off-peak), and the Lynn station is dark, dirty, and in poor condition.
- Transit service is focused on trips to Boston; traveling elsewhere requires travel first into Boston and then out to the destination, and often requires several transfers.
- Many bus stops do not have shelters.

The category Various Uncategorized Issues includes such issues as that some people have difficulty reading schedules.

MPO staff translated issues into needs and suggestions. It has notified responsible entities about the information gathered in 2008 and will soon notify them about the 2009 information. When a need raised by an issue straddles jurisdictional boundaries, more than one entity is notified. Table 2 shows primary recipients that have been/will be sent notifications. The MBTA is the lead agency being notified 63% of the time, followed by individual communities (15%). The MPO is the lead agency for 4% of proposed follow-up. (The latter includes the suggestions that the MPO include the Veterans Health Administration in outreach activities and publish *TRANSREPORT* summaries in local newspapers.) Some issues had already been considered by the MPO.

Figure 2
Responsive Contacts: Level of Follow-up
Communication Required to Elicit the Response

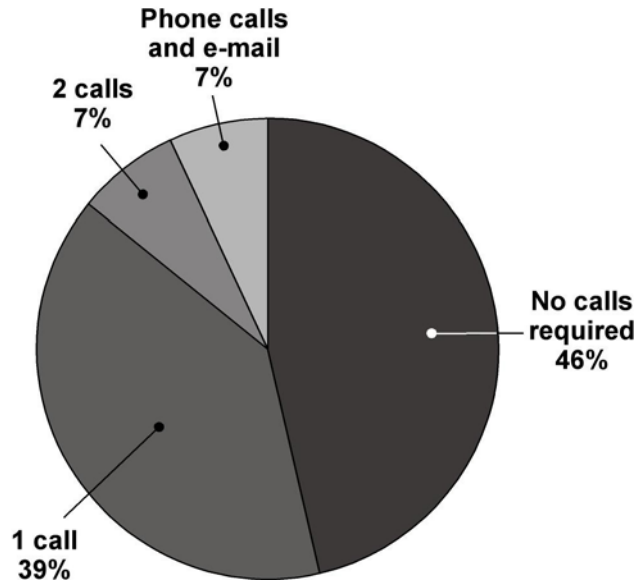


TABLE 1
Comments Received During Regional Equity Outreach,
by Category of Issue

Category	Percent of Total
MBTA Service/Maintenance/Shelters	46
Various Uncategorized Issues	14
Traffic Congestion/Signals/Safety	13
Transit Needs of Elderly/Handicapped	9
Human Services Transportation Issues	6
No Issues/Good Service	6
Fare Affordability	4
Lack of Information	3

TABLE 2
Entities That Have
Been/Will Be Notified of
Needs/Suggestions

Entity Notified	Percent of Total
MBTA	63
Community	15
None -- Issue Studied or Service Exists	8
Other	8
MPO	4
MassDOT	2

FUTURE OUTREACH ACTIVITY

To improve the program's response rate, staff have developed a survey form that can be e-mailed to contacts, who can fill it out at a computer and e-mail it back to staff. This alternative has been created to facilitate responses and input from entities that are unable to meet. The initial outreach will continue to be a letter. If no response is received, staff will make follow-up calls. If the calls do not generate a response, staff will then e-mail the survey form and request that contacts fill it out if they feel they do not have time to meet.

The following work will be undertaken in 2010:

- Reach out to the remaining entities on the regional equity contact list.
- Post the Regional Equity Survey form on the MPO web site for individuals who live in environmental justice areas to complete.
- Analyze responses to the MBTA passenger survey from individuals who live in environmental justice areas and include this information in environmental justice analysis.
- Send MPO information and the Regional Equity Survey to umbrella organizations and work with them to identify ways to communicate with member entities.
- Contact implementing agencies to determine if they have acted upon needs/suggestions previously forwarded to them.
- Communicate with entities that were contacted more than two years ago: send them summaries of their stated issues and list issues that have been acted upon; give them the opportunity to state any new issues.

AW/aw

APPENDIX

Organizations Contacted (Listed in the order in which contact was made)

Organizations Contacted between January 2008 and December 2009 (Response Noted)

Community	Organization	Responded
Lynn		
	Essex County Community Organization	
	Lynn Housing Authority	
	Lynn Housing Authority	√
	Lynn Economic Opportunity, Inc.	√
	Community Minority Cultural Center	√
	Bridgewell	
	Lynn Community Health Center	
	Lynn Investing in Neighborhoods Coalition	
Revere		
	Revere Community Development Dept.	√
	Revere Housing Authority	√
Peabody		
	North Shore Community Action Programs	
	Peabody Community Development and Planning	√
Everett		
	Everett Community Development Dept	√
	Tri-City Community Action Program	√
South End		
	SNAP: South End Neighborhood Action Program	
	Tent City Corporation	
	Inquilinos Boricuas En Acción	√
	Castle Square Tenants Association	
	United South End Settlements (USES)	
South Boston		
	South Boston NDC	
	South Boston Action Center	
Fenway		
	Fenway CDC	
	Fenway Civic Association	
Charlestown		
	John F. Kennedy Family Service Center	√
	Charlestown Multicultural Tenants Task Force	
	Boston Housing Authority Charlestown Development	
	Peabody Properties (Mishawum)	
	CharlesNEWtown	
East Boston		
	East Boston Ecumenical Community Council (EBECC)	
	Neighborhood of Affordable Housing	
	East Boston Area Planning Action Council	
	East Boston CDC	√
Jamaica Plain		
	Jamaica Plain Neighborhood Development Corporation	√

Organizations Contacted between January 2008 and December 2009 (Response Noted), cont.

Community	Organization	Responded
Jamaica Plain (cont.)		
	Back of the Hill CDC	√
	Jamaica Plain Area Planning Action Council	
	Urban Edge	
	City Life/Vida Urbana	
Hyde Park		
	Hyde Park Main Streets	
	Southwest Boston CDC	√
Roslindale		
	Roslindale Village Main Street	
	Southwest Boston CDC	
Malden, Medford, Everett		
	Tri-City Community Action Program, Inc.	√
Malden		
	Healthy Malden	√
	Malden Dept. of Engineering, Planning, and Waterworks	
	Malden Housing Authority	
	Bread of Life	
Medford		
	Medford Health Matters	
	Medford Office of Community Development	
	Medford Housing Authority	
Milford		
	Milford Family Network	
	Milford Housing Authority	
	Milford WIC Program	√
	Milford Planning & Engineering Department	√
Waltham		
	Waltham Alliance to Create Housing	
	Joseph Smith Health Center	
	Waltham Housing Authority	
	Waltham Transportation and Parking Department	√
	128 Business Council	√
Randolph		
	Randolph Chinese American Neighborhood Development Organization	
	Randolph Community Partnership	√
	Randolph Housing Authority	√

Organizations Contacted between January 2008 and December 2009 (Response Noted), cont.

Community	Organization	Responded
Roxbury		
	Roxbury Multi-service Center	
	Alternatives for Community and Environment	
	La Alianza Hispana	
	Parker Hill Fenway Neighborhood Service Center	
	Madison Park Development Corporation	
	Nuestra Comunidad Development Corporation	
	Grove Hall Neighborhood Development Corporation	
	Mission Hill Neighborhood Housing Services	
Chinatown		
	Asian Community Development Corporation	√
	Asian American Civic Association, Inc.	
	The Chinatown Coalition	
	Chinatown Gateway Coalition	√
Allston-Brighton		
	Allston-Brighton Community Development Corporation	
	Allston-Brighton Area Planning Action Council	
	Allston-Brighton Healthy Boston Coalition	
Mattapan		
	Mattapan Community Development Corporation	
	Southwest Boston Community Development Corporation	
	Mattapan Family Service Center	
Dorchester		
	Fields Corner Community Development Corporation	
	Viet-AID	
	Dorchester Bay Economic Development Corporation	
	Codman Square Neighborhood Development Corporation	
Mattapan		
	Mattapan Community Development Corporation	
	Southwest Boston Community Development Corporation	
	Mattapan Family Service Center	
Chinatown		
	Chinatown Gateway Coalition	√
	Asian Community Development Corporation	√

2010 Municipal TIP Input Days

May 5, 2010						
District 4	9:00 AM	Boston	TBD			
		Chelsea	John DePriest	1160	Washington Avenue	
				1063	Williams and Beecham Streets	
		Brookline	Jeff Levine, Don Cooke, Bill Smith	1140	Gateway East/Village Square	
				1308	Carlton Street Footbridge	
		Somerville	Mayor Curtatone	1053	Union Square Study	
				1056	Assembly Square: Orange Line Station	
				1065	Union Square Roadway and Streetscape Improvements	
				1142	Broadway Improvements in East Somerville	
				604331	Somerville Multi-Use Path	
			600831	Assembly Square: I-93 Interchange Study		
			601820	Beacon Street		
			601821	Temple Street		
			60645	McGrath - Gilman Street Bridge		
			605219	Broadway Streetscape Improvements		
			605680	Assembly Square: Multi-Modal Improvements Streetscape and Adaptive Re-Use		
		10:00 AM	Cambridge	TBD	605188	Cambridge Common
					604993	Broadway
	Watertown		Richard Benevento and Gerald Mee	601686	Pleasant Street and Howard Street	
				602653	Intersection Improvements at Three Location Rehabilitation of Mount Auburn Street (Route 16) Safety Improvements and Rehabilitation of Common Street	
Everett	Mayor Carlo DeMaria	1313	Bike to the Sea (formally Northern Strand Community) Trail			
		1314	Air Force Road Rehabilitation			
		1315	Beacham Street Reconstruction			
Malden	TBD	605173	Pleasant Street			
		1313	Bike to the Sea (formally Northern Strand Community) Trail			
	11:00 AM	Arlington	Carol Kowalski and Mike Rademacher	604687	Massachusetts Avenue	
Belmont		TBD	604688	Trapelo Road		
Concord		Richard Reine	602984	Crosby's Corner		
Lincoln		Sarah Cannon Holden	602984	Crosby's Corner		
	Noon	Bedford	Richard A. Warrington	029492	Middlesex Turnpike Transportation Improvement Project, Phase 3	
Melrose		Mayor Robert J. Dolan	601553	Lebanon Street		
		601551	Main Street Intersections at Emerson, Essex, Foster and Grove Streets			
Lunch Break						
	1:00 PM	Winchester	Melvin Kleckner	601019	Signal Upgrade at 4 Intersections	
				604652	Tri-Community Bikeway	
Woburn		Mayor Scott D. Galvin	604996	New Boston Street Bridge		
			604935	Montvale Avenue		
			1153	Woburn Loop Bikeway Project		
Reading	George Zambouras	601705	West Street			
		1133	Streetscape Improvements High & Haven Streets			
Ipswich	Robert T. Markel	605743	Route 1A/133-South Main & Central Streets			
	2:00 PM	Danvers	TBD	601825	Liberty St	
				602310	Collins St	
Beverly		Mike Collins, Rod Emery, Adam Zysk	600220	Route 1A (Rantoul Street)		
			604369	Route 128 Brimbal Ave. overpass/interchange reconstruction		
			600219	Route 1A (Cabot Street)		
Salem		David Knowlton	605146	Canal Street		
			1311	Canal Street Bike Path Extension -Salem Marblehead Branch Trail Phase2		
			600986	Boston Street		
Lynn		John Moberger	1319	Route 129 (Boston Street/Washington Street)		
			1320	Route One (Copeland Circle spur - Fox Hill Bridge)		
		603160	Route One South (Jughandle Lights - Goodwin Circle/Lynnfield St.)			
		605670	Lynn Ferry Project/Blossom Street Ferry Terminal			
		1321	Route 1A Lynnway at Blossom Street			
		1322	Route 1A Lynnway intersection at Market Street			
		1323	Route 1A Lynnway (GE Bridge - Nahant Rotary)			
		1324	Blue Line Extension (Wonderland Connection)			
	3:00 PM	Quincy	Jack Gillon and Dennis Harrington	605729	Intersection & Signal Improvements at Hancock Street/East/West Squantum	
				1325	Intersection Improvements at Quincy Avenue/East Howard Street	
				1326	Quincy Center Traffic Improvements at Hancock Street/Washington Street	
Braintree		Mayor Joseph C. Sullivan	602593	Union Street		
					Route 37, Franklin and Washington Streets, 5 corners to Hancock Street	
Marshfield		Paul Halkiotis	604915	Route 139 Widening Project		
Weymouth	Georgy Bezkorovainy	601630	Route 18			
			114906	Route 53 at Middle Street and Winter Street at Middle Street		
			605721	Intersection Improvements @ Middle St./Libbey Indust. Pkwy./Tara Drive		

2010 Municipal TIP Input Days

District 4	4:00 PM	Canton	William Friel	603833 605807 900	Turnpike St (Route 138) Turnpike Street (Route 138), phase 2 East-West Connector Road	
		Westwood	TBA		I-95/I-93 Interchange Slip Ramp on I-95 North to Dedham Street I-95 at Blue Hill Drive Ramps Dedham Street Roadway and Bridge Improvements	
		Weston	Robert Hoffman, Steve Fogg, Richard Benevento	602000	Wellesley Street @ South Avenue (Route 30) Traffic Improvements	
		Newton	Mayor Setti D. Warren	604344	Needham Street/Highland Avenue	
		May 6, 2010				
District 3	9:00 AM	Natick	Patrick Reffett	1066 1130 601586 605034	Cochituate Rail Trail Route 9/Route 27 Intersection Route 9/Oak Street Intersection North Main Street	
		Framingham	TBD	1005 1316 955 1066	Route 126/135 Grade Separation Downtown Corridor Traffic and Streetscape Improvements Route 126 (Route 9 to Concord Street) Cochituate Rail Trail	
		Marlborough	Mayor Nancy E. Stevens	604697 604810 604811	Farm Road Route 85, South (Maple Street) East Main Street	
		Southborough	John Woodsmall	604989 1064	Route 30/Main Street Rehabilitation Cordaville Road/Route 85 Rehabilitation	
		Hudson	Michelle Ciccolo	604812 604006 604732 601906 1139	Route 85/Washington Street Upgrade Houghton Street Bridge Washington Street Bridge Cox Street Bridge Assabet River Rail Trail completion of Stow-Hudson section	
	Acton	Roland Bartl	604531 604532 605189	Assabet River Rail Trail, Acton - Maynard Bruce Freeman Rail Trail Phase 2A, Acton - Carlisle - Westford Bruce Freeman Rail Trail Phase 2C, Concord		
	Wayland	Sarkis Sarkisian	601579	Route 27/Route30 Intersection Improvements		
	Sudbury	I. William Place and Jody Kablack	1015 1037 605189 1069 1305	Route 20/Landham Road Intersection Route 20/Horsepond Road Intersection Bruce Freeman Rail Trail, Phase 2D Route 20/Wayside Inn Road Bruce Freeman Rail Trail, Phase 2E		
	Medfield	Ken Feeney and Vaughan Totovian	604735	North Street Reconstruction Project		
	Medway	Tom Holder	360	Route 109 (Main Street)		
	Milford	Mike Santora, Reno DeLuzio, Larry Dunkin	603867 604530 967	Route 16 Traffic Signal Improvements Upper Charles Trail, phase 2 Veteran's Memorial Drive Extension		
	Franklin	Jeff Nutting and Robert Cantoreggi	604988 601359 602129	Route 140 Pleasant Street Lincoln Street and Main Street		
	Holliston	Carl Damigella		Washington Street Roadway & Drainage Improvement, phase 2		
	Hopkinton	Doug Prentiss	1006 1022 962 963	School Street/W. Main Street Intersections Wood Street and W. Main Street Main Street (Route 135)/ Grove Street Main Street (Route 135)/Pleasant Street		
	Lunch Break					
	District 5	1:00 PM	Wrentham	Irving Priest	904745 603739 605700	Taunton Street Reconstruction Route 495 & Route 1A Ramps Congestion Mitigation - Rtes. 1A, 140, Common, David Brown, & Bank Streets Route 140 Resurfacing
			Walpole	Michael Boynton	605187 602261 1151 1152 997	Washington Street Route 1A North to Route 27 Walpole Central Business District Route 1A South from Front Street to Norfolk town line Elm Street Improvements Coney Street/I-95

2010 Municipal TIP Input Days

District 5	2:00 PM	Sharon	TBD	605708	Intersection Improvements at South Main Street
		Norwood	Mark Ryan	1149	Upland Road / Prospect Street
				1165	Route One and University Avenue
		Hanover	R. A. Rugman, S. Rollins, A. Port, and/or J. Magni	602602	Route 53 Reconstruction
		Duxbury	Tom Broadrick	606002	Signals at Routes 3 (NB & SB ramps)
				606023	Bridge Repairs over Routes 3, 6, & 28
				603462	Winter Street Roundabout
				603455	Bailey's Corner intersection improvements
				942	Routes 3A & 139 Improvements
				600650	Routes 3A Bridge improvements
			604870	Routes 53 and 139 improvements	
			603833	Signage Improvements	
	3:00 PM	Hull	Joseph Stigliani and Robert Cahoon	601607	Atlantic Avenue Reconstruction
		Hingham	Roger Fernandes	1317	Main Streets Reconstruction & Pedestrian Improvement
1148				Hingham Rotary Improvements	
600518				Derby Street	