

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

**August 5, 2010 Meeting**

10:00 AM – 12:30 PM, State Transportation Building, Conference Rooms 2 & 3, 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:

- direct staff to prepare a comment letter, to be signed by the MPO chair and forwarded to the Massachusetts Attorney General's office, requesting e-mail as an acceptable method for notifying municipalities of public meetings under the Open Meeting Law
- approve the report on the *Operational Improvements at Selected Congested and High-Crash Intersections* study
- join the Metro Boston area consortium that is applying for a Sustainable Community Challenge Grant

**Meeting Agenda**

**1. Public Comments**

Bill Deignan, City of Cambridge, drew attention to a public comment letter submitted by Robert Healy, City Manager of Cambridge, which expressed concern that the *Cambridge – Cambridge Common* project was moved to the federal fiscal year (FFY) 2014 element from the FFY 2013 element of the Transportation Improvement Program (TIP). The city believes the project should be programmed in the FFY 2011 element.

Roland Bartl, Town of Acton, drew attention to a public comment letter from the Board of Selectmen of the Towns of Acton and Maynard requesting that the MPO program construction funds for the *Assabet River Rail Trail* project in the FFY 2014 element of the TIP. He noted that the design agreement will be ready in a couple of weeks and the project will be ready for construction by FFY 2014. He also reported on progress to acquire land in Stow for the project. He asked that the MPO keep the High-Priority Project earmark for the design work on the TIP.

Kevin McHugh, Coneco Engineers and Scientists, provided an update on the *Ipswich – Route 133* project and requested that the MPO continue to consider the project for programming in the TIP. He reported that the proponents have addressed MassDOT Highway Division's 25% design comments and that the design was improved following meetings with town officials.

Kerin Shea, Town of Hudson, expressed agreement with R. Bartl's comments on the *Assabet River Rail Trail* project. She also thanked the MPO for programming the *Hudson – Route 85* project and spoke about the economic development benefits of the improvements, and the fact that the town will take over responsibility for maintaining the roadway.

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

C. Bench reported that MassDOT has received a MEPA certificate for the *Green Line Extension* project. MassDOT will be seeking approval from the MassDOT Board of Directors on a contract for preliminary engineering and design work. In the fall, the board will be addressing MassDOT's Capital Investment Plan, a document that defines needs for maintaining the highway system in a state of good repair.

David Anderson, MassDOT Highway Division, addressed a question regarding the recent emergency repairs to the bridge deck on Interstate 93 and funding for the work. He stated that the Accelerated Bridge Program includes repairs to 14 bridge decks on I-93 and that the costs would be in the tens of millions of dollars. Regarding the emergency repairs, he described the innovative techniques that MassDOT is considering for making the repairs and managing traffic during the construction.

**3. Subcommittee Chairs' Reports**

There were none.

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

L. Wiener reported that the Advisory Council will not meet in August. The next meeting is scheduled for September 15, at which time the Advisory Council election will take place. The Advisory Council is planning a site visit to the Longfellow Bridge.

The Advisory Council submitted a comment on the Unified Planning Work Program (UPWP), which expressed support for the following projects: the Bicycle Network Evaluation, the Regional HOV System Planning studies, the Freight Study, Phase 2, the Livable Communities Workshop Program, and the Community Transportation Technical Assistance Program.

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

A. Soolman praised the MPO staff for their work in preparing for the federal recertification review, which was held last week.

He then discussed the new emergency regulations for the state's Open Meeting Law, which will be finalized on October 1, 2010 and requires regional bodies to file a meeting notice with each municipality in the region 48 hours prior to the meeting. (See attached description.) The public comment period for this new regulation is open until August 19. The MPO has already begun to comply with this law by notifying municipalities of meetings by e-mail. The MPO has been receiving feedback from municipalities that want notices submitted in a method other than e-mail (U.S. mail, fax, or by filling out on-line

forms). The MPO staff would like to draft a comment letter, to be signed by the MPO chair, requesting e-mail as a common standard. The MPO also posts the notices on its website.

Members discussed this proposal. Concerns were raised about the e-mail distribution method considering that e-mail addresses often change. A suggestion was made to distribute the e-mails to a number of employees at each municipality, rather than only one point person at each municipality.

Richard Reed, Town of Bedford, voiced opposition to the state mandate noting that the state is passing the responsibility of meeting notification on to municipalities without consideration of the resources available to municipalities to handle the responsibility.

A motion to direct staff to prepare a comment letter, to be signed by the MPO chair and forwarded to the Massachusetts Attorney General's office, requesting e-mail as the preferred method for notifying municipalities of public meetings under the Open Meeting Law was made by Ginger Esty, Town of Framingham, and seconded by Mary Pratt, Town of Hopkinton. The motion passed. The Town of Bedford voted no. All others voted yes: MassDOT; MassDOT Highway Division; MBTA; Massachusetts Port Authority; MBTA Advisory Board; Regional Transportation Advisory Council; Metropolitan Area Planning Council; the cities of Boston, Newton, and Somerville; and the towns of Braintree, Framingham, and Hopkinton.

## **6. Operational Improvements at Selected Congested and High-Crash Intersections** – *Karl Quackenbush, Deputy Technical Director of CTPS*

K. Quackenbush reported that staff has not received any additional feedback on the report on the *Operational Improvements at Selected Congested and High-Crash Intersections* study since it was presented to members at the meeting of July 8.

A motion to approve the report on the *Operational Improvements at Selected Congested and High-Crash Intersections* study was made by Tom Bent, City of Somerville, and seconded by Mary Pratt, Town of Hopkinton. The motion passed unanimously.

## **7. Sustainable Community Challenge Grant** – *Tim Reardon, Senior Regional Planner, Metropolitan Area Planning Council*

T. Reardon gave a presentation on a new federal grant program that presents an opportunity for the Metro Boston area to apply for a grant of up to \$5 million to support regional planning and sustainable development. The program stems from a federal initiative, the Partnership for Sustainable Communities, organized by the U.S. Department of Housing and Urban Development, U.S. Department of Transportation, and the U.S. Environmental Protection Agency. (See attached description.)

The funding is available to MPO regions or metropolitan statistical areas. Participants must include the principal city in the region, MPOs, regional planning agencies, and other advocacy, non-profit, or academic partners. The consortium would be governed by municipal representatives and elected private sector members. T. Reardon noted that the

City of Boston has already signed on to join the consortium. MAPC is requesting that the MPO join the consortium. The program requires a 20% leverage from any combination of local, state, federal, or private sources.

Applications are due by August 23. MAPC's draft proposal includes a focus on: filling in gaps in the MetroFuture plan (such as housing) and data collection needs; assisting municipalities planning for compact growth and transit oriented development (TOD), housing, and alternative modes of transportation; developing strategies to increase density of commercial and industrial developments; and developing tools and best practices for implementation.

A motion to have the Boston Region MPO join the Metro Boston area consortium that is applying for a Sustainable Community Challenge Grant was made by Eric Bourassa, MAPC, and seconded by Tom Bent, City of Somerville. The motion passed unanimously.

During a discussion of the motion, members made comments and asked questions:

M. Pratt suggested that MAPC research existing municipal housing plans. She also commented that the state needs legislation that would require businesses to pay into Transportation Management Associations to help address traffic problems.

In response to a question regarding the match requirements of the grant program, T. Reardon clarified that the MPO would not be required to allocate additional funding by its involvement in the consortium. The consortium would be required to document additional resources that will improve the effectiveness of the program. T. Reardon also explained that after the grant award, the consortium would have 120 days to formalize the consortium structure.

Members also inquired as to whether MPO staff would have additional work to perform if the grant were awarded. A. Soolman replied that the grant would not result in extra work for MPO staff. Pam Wolfe, Manager of Certification Activities, MPO Staff, added that the work under the grant could coincide with the MPO's Sustainable Communities program in the UPWP. T. Reardon added that grant money could be used to support MPO staff's work. E. Bourassa also stated that there would be no additional work for staff, but if there were new opportunities, there would be funding from the grant to support it.

#### **8. Report on Certification Review – *Clinton Bench, MassDOT***

The Federal Highway Administration and Federal Transit Administration held certification review meetings for the Boston Region MPO last week. C. Bench reported that the initial feedback from the federal agencies indicated that they were impressed with staff's preparation for the meetings, including the preparation of written documents and staff presentations. The MPO is awaiting final comments from the federal agencies.

**9. Review of Public Comments** – *Michael Callahan and Hayes Morrison, MPO Staff*  
M. Callahan summarized the public comments received on the FFY 2011 Unified Planning Work Program. (See attached comment matrix.)

- The 495/Metro West Partnership submitted comments on several studies that the group supports and expressed interest in participating in studies relevant to the MetroWest region.
- The Dorchester Bay Economic Development Corp. requested that the MPO conduct a traffic study of the Quincy Street corridor.
- The Regional Transportation Advisory Council expressed appreciation that the MPO incorporated studies (the Bicycle Network Evaluation and Regional HOV Systems Planning) that were supported by the Council. The Council also expressed support for the MPO Freight Study, Phase 2, and requested that the study address all modes. Also, the Council recommended that the MPO consider the needs assessment for the long-range transportation plan for replenishing the universe of ideas for the next UPWP.

Tom Kadzis, City of Boston, suggested that staff inform the Dorchester Bay Economic Development Corp., that the City of Boston would require a traffic study for any new development project in the city that exceeds certain threshold.

H. Morrison then summarized the public comments received to date on the FFY 2011 – 14 Transportation Improvement Program (TIP). (See attached comment matrix.) The public comment period is still open. The topics addressed in the comments include:

- support for the *Marshfield – Route 139* and *Hudson – Route 85* projects
- requests to program projects, including the *Downtown Franklin Roadway and Streetscape Improvement* and *Brookline – Gateway East/Village Square* projects
- appreciation for the programming of the earmark for the design of the *Assabet River Rail Trail* project and a request to program construction funds for the project in the FFY 2014 element
- request for programming the *Cambridge – Cambridge Common* project in the FFY 2011 element rather than the FFY 2014 element
- support for a number of projects that support the Inner Core's vibrancy and quality of life as well as projects that facilitate multi-modal transportation choices, improve public health, promote financially efficient land use, protect environmental context, and promote reuse and redevelopment
- a comment from the Regional Transportation Advisory Council to call for the state to address transportation reform and revenue shortfall simultaneously
- support for the *Belmont – Trapelo Road* project and the *Tri-Community Bikeway/Greenway* project
- opposition to programming the *Bruce Freeman Rail Trail* project

Members then asked questions and made comments:

Tom Bent, City of Somerville, and David Koses, City of Newton, had questions about the programming of the *Cambridge – Cambridge Common* project; they inquired as to why it was moved outward to the FFY 2014 element and whether it would be ready for

programming in FFY 2011, as requested by the City of Cambridge. H. Morrison replied that the project was moved from the FFY 2013 element to the FFY 2014 element because funding was available in FFY 2014. Joe Onorato, MassDOT Highway Division, provided information on the project's status noting that MassDOT Highway sent comments on the project's 25% design to the City of Cambridge's consultant. A 25% design hearing has not yet been held.

David Anderson, MassDOT Highway Division, cautioned that it would be risky to program a project for FFY 2011 that has not yet gone through the public 25% design hearing, and noted that the *Cambridge Common* project has historic aspects and may have right-of-way issues that could present delays. In response, Bill Deignan, City of Cambridge, stated that the preliminary right-of-way plans were submitted. He also stated that, based on comments heard at public meetings, the city is not expecting issues to arise at the design hearing.

M. Pratt asked if the Massachusetts Historical Commission would have to review the project. B. Deignan replied that the city submitted a report to the Commission, and that report was included in the 25% design. The city does not anticipate problems arising from the Section 106 historical review.

D. Koses requested that MassDOT Highway and the City of Cambridge provide more information to the MPO to explain in greater detail their positions regarding the project's readiness.

Members then addressed a public comment from a person who expressed opposition to programming the *Bruce Freeman Rail Trail* project. T. Kadzis noted that, in response to some of the commenter's concerns, the trail would connect to the West Concord commuter rail station (acting as a commuter route) and that environmental issues would be addressed in MassDOT's review of the project's design.

**10. Work Program for MPO Freight Study – Karl Quackenbush, Deputy Technical Director, Central Transportation Planning Staff**

Members were provided with a draft of the work program for the *2010 Freight Study – A Profile of Truck Impacts*. (See attached.) This study was included in the FFY 2010 UPWP and a second phase is included in the draft FFY 2011 UPWP.

The work on Phase 1 will take its cues from the State Freight and Rail plans. MassDOT is starting to release findings from those plans, and those findings show that freight traffic volumes in the state are expected to increase by 70% between 2007 and 2030. Trucks are the primary means of moving freight in this region; as much as 94% of freight moved in this region is moved by truck.

The purpose of the MPO's study is to create a database of information about truck traffic as a basis for future (possibly policy-oriented) planning. The objectives are to:

- create a profile of truck volumes by using the regional model to estimate the volume of truck traffic that travels inbound to the region, outbound from the region, through the region, and within the region
- identify areas where the truck volumes are the highest
- identify areas with high truck crash rates and try to draw conclusions about the severity of those crashes
- examine the extent of trucks' contribution to emissions burdens

Members asked questions and made comments, and staff responded:

*The location of truck depots and the size of trucks that will be using them is an important consideration for freight planning. (M. Pratt)*

This study does not specifically examine to location of depots, but the second phase of the study could examine such policy-related issues. This study will examine truck traffic from two perspectives: the presence of trucks on the roadways, and the concentrations of trucks in the region (based on the origin and destination points of truck traffic in the region). (K. Quackenbush)

*It would be helpful to know where there are designated hazardous material routes or restricted routes in communities. (Christine Stickney, Town of Braintree)*

This phase of the study would not involve documenting those locations. This work could be part of the second phase. (K. Quackenbush) The Massachusetts Port Authority conducted a survey to determine the destinations of trucks leaving Conley Terminal and those results could be provided to MPO staff. (Lourenço Dantas, Massachusetts Port Authority)

*Why does staff need to collect data given that the data from the model would be available. (Jim Gallagher, MAPC)*

Staff is proposing to string together existing truck count data to use in creating the truck profile. The field data will supplement the model data. (K. Quackenbush)

*Is there a record of how many towns have established truck routes? Heavy vehicles have more impact on road surfaces and affect the costs for pavement management and maintenance. It would be helpful to know which routes are recommended for truck traffic. (Ginger Esty, Town of Framingham)*

MassDOT Highway Division may have that information. Staff is not proposing to use that data in this phase of the study. (K. Quackenbush) If a municipality wants to restrict truck access on a public road, it must go through a formal process with MassDOT. (Anne McGahan, MPO Staff) MassDOT will report back about the information that is available on truck exclusions. (C. Bench)

Frank DeMasi, Regional Transportation Advisory Council, expressed enthusiastic support for the study noting that it will provide baseline information for planning. He also remarked on the issues affecting the freight industry, such as the poor condition of roads at distribution centers and changes in supply routing, which is resulting in larger trucks traveling in the region.

**11. Work Program for MBTA Bus Route 1 Transit Signal Priority Study – Karl Quackenbush, Deputy Technical Director, Central Transportation Planning Staff**  
Members were provided with a draft of the work program for the *MBTA Bus Route 1 Transit Signal Priority Study*. (See attached.) This work program is one of a series that the MPO is conducting to identify ways to improve bus service (frequency and reliability) on routes in the MBTA's Key Route System. The MPO approved a similar study on three other key routes in January.

CTPS conducted Phase 1 assessments for five of the MBTA's 15 key routes. These assessments involved examining travel times and boardings and other characteristics of the routes, developing recommendations about locations on the routes where transit signal priority (TSP) treatments could be applied, and identifying where bus stop consolidation or queue jumps could improve operations.

This work program is a Phase 2 assessment of Route 1, which involves interacting with community officials and others to determine where specifically TSP treatments might be applied, and conducting traffic engineering assessments on those locations. Staff would analyze the benefits for bus travel time resulting from TSP treatments as well as benefits or disbenefits to side street traffic, bicycle and pedestrian traffic, and parking.

Members asked questions and made comments, and staff and members responded:

*The client for the study is the Boston Region MPO; the cover page should be corrected. (C. Bench)*

*Many of the recommendations of this study would have to be implemented by the City of Boston. Is the city interested in working collaboratively? (E. Bourassa)*

The Boston Transportation Department is excited about this work and would like to be involved with implementing TSP. Queue jumps will have an impact on parking, and parking will probably be the largest issue to work out. (T. Kadzis)

*The cities of Boston and Cambridge should conduct some public outreach (such as releasing a press release) to set the stage for the public discussion of those issues. (Paul Regan, MBTA Advisory Board)*

*Will the study generate information about travel time savings for bus passengers? (P. Regan)*

Yes. Travel time savings will be one of the main performance measures of the analysis. The study will quantify travel time savings and also disbenefits that might be produced. (K. Quackenbush)

*Does the City of Boston have a commitment to implement the recommendations from the study? (L. Dantas)*

The city has "stepped up to the plate" to implement TSP strategies. For example, the city was interested in using TSP on the Arborway corridor, however, the conditions were not



right to implement it there (one engineering solution would have reduced lanes to one in each direction). The city remains interested in implementing TSP strategies. (T. Kadzis)

*In Task 2 of the work program, why is there an assumption that recommendations on bus stop consolidation from the first phase be included in the model considering that it is unclear whether the cities of Boston and Cambridge support stop consolidation? (D. Koses)*

The City of Boston is not concerned about bus stop consolidation being included in the work program. While the city does not want to create a disincentive for people to use the bus (by making stops farther apart), the issue should be part of the public discussion and considered as part of the menu of options. (T. Kadzis)

*The work program should include resources for staff to hold public meetings. (J. Gallagher)*

There is money in the budget for interaction with city officials and for some community meetings, though it is unclear at this time how many meetings could be covered under the budget. There is an unknown factor in the work program – the number of locations for which a traffic analysis will be conducted – and this factor will dictate how much money will be left in the budget for outreach. (K. Quackenbush) This work program may not be the place for extensive public outreach since that would increase the budget substantially. (C. Bench) The outreach could involve press releases from the cities of Boston and Cambridge in advance of the public process. (P. Regan)

*Task 2 discusses evaluating the feasibility of implementing TSP strategies. Public input is needed before decisions can be made about feasibility. (D. Koses)*

Public involvement is necessary at some step in the process, however, it is unclear how much of that work should be the responsibility of MPO staff or city staff. There is also a consultant involved and there is a possibility that public involvement could be a part of the consultant's work program. (K. Quackenbush) The work program should focus on the technical analysis. The cities of Boston and Cambridge and MassDOT and the MBTA could then use the recommendations from the analyses to have a fuller public discussion. (C. Bench)

## **12. Members Items**

There were none.

## **13. Adjourn**

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

**Transportation Planning and Programming Committee Meeting Attendance**  
**Thursday, August 5, 2010, 10:00 AM**

**Member Agencies**

MassDOT  
MassDOT Highway

City of Boston  
City of Newton  
City of Somerville  
MAPC

Massachusetts Port  
Authority

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

**Representatives and Alternates**

Clinton Bench  
David Anderson  
John Romano  
Thomas Kadzis  
David Koses  
Thomas Bent  
Eric Bourassa  
Jim Gallagher  
Lourenço Dantas

Guillermo Leiva  
Paul Regan  
Laura Wiener  
Schuyler Larrabee  
Richard Reed  
Christine Stickney  
Ginger Esty  
Mary Pratt

**MPO Staff/CTPS**

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

**Other Attendees**

Lynn Ahlgren  
  
Roland Bartl  
Bill Deignan  
Frank DeMasi  
  
Kevin McHugh  
Steve Olanoff  
  
Joe Onorato  
Karen Pearson  
Arnold Pinsley  
Tim Reardon  
Kerin Shea

MetroWest Regional Transit  
Authority  
Town of Acton  
City of Cambridge  
Regional Transportation  
Advisory Council  
Coneco Engineers and Scientists  
Regional Transportation  
Advisory Council  
MassDOT Highway  
MassDOT  
Town of Natick  
MAPC  
Town of Hudson

## **Information and Proposed Action: Open Meeting Law emergency regulations**

### **Background**

- Emergency regulations for the state's Open Meeting Law went into effect on July 1, after the Attorney General's office took over enforcement of the law.
- A comment period on the new regulations ends August 18.
- The new regulations require regional bodies to file a meeting notice with each municipality in their region 48 hours in advance of a public meeting, excluding Saturdays, Sundays, and legal holidays. The notice must be visible 24 hours per day in or on the building in which the town or city clerk's office is located. The notice must include a listing of topics the chair reasonably anticipates will be discussed at the meeting.
- The MPO is complying by distributing the agenda via e-mail, mail, or fax to each municipal clerk in the region at least 48 hours before the meeting.

### **Cause for Concern**

- 940 CMR 29.03 (3) is our reason for concern. It states: "Notice shall be filed and posted in each city and town within the region or district in the manner prescribed for or selected by local public bodies in that city or town."
- This is problematic because:
  1. The MPO may need to submit their meeting agendas in many different manners and formats.
  2. Confirmation that the agenda is posted in each municipality is challenging.
  3. The public expects to find meeting information for a regional body online or by contacting the body, not by visiting the town or city clerk's office.
  4. Regional bodies are not an entity of any single municipality and should not be subject to the requirements of each individual municipality.

### **Proposed Action**

- Staff seeks the Transportation Planning and Programming Committee's approval to prepare a letter, to be signed by the chair, asking the Attorney General's office to consider the following suggestion:
  - Amend 940 CMR 29.03 (3) to allow regional bodies to submit their meeting notices by e-mail to each municipal clerk in the region. The clerk must accept the notice in the format preferred by the regional body. Municipalities would be required to send confirmation of receipt and posting.



## **Sustainable Communities in Metro Boston MAPC's approach and call for partners – July 1, 2010**

A new federal grant program known as the *Sustainable Communities Initiative* provides Metro Boston with the opportunity to apply for up to \$5 million to support regional planning and sustainable development. The Metropolitan Area Planning Council (MAPC) is convening a consortium of cities, towns, nonprofits, business interests, and funders to pursue this opportunity. We envision an application that supports smart growth planning and catalytic projects in a limited number of localities, as well as state and regional policy work to encourage sustainable growth and preservation all across the region. ***We are seeking consortium partners, supporters, and ideas for a competitive application that will benefit the entire Greater Boston Region.***

The federal Partnership for Sustainable Communities—comprising HUD, DOT, and EPA—is working to coordinate policies and programs so that federal investments advance equity and sustainability. The Partnership's \$100 million **Sustainable Communities Regional Planning Grant Program** will provide up to \$5 million for “metropolitan and multi-jurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments.” The program will support a range of activities from regional visioning to implementation planning and pre-development. The complete Notice of Funding Availability (NOFA) is available at [www.mapc.org/sustainablecommunities](http://www.mapc.org/sustainablecommunities), and a summary is attached. **Applications are due on August 23, 2010.** The NOFA states, “an eligible applicant is a multijurisdictional and multi-sector partnership consisting of a consortium of government entities and non-profit partners.”

(Also in June, HUD and DOT issued a \$75 million joint solicitation for Community Challenge Planning Grants and TIGER II Planning Grants, both of which are open to municipal applicants. MAPC is eager to learn more about and support local applicants to that program. A brief summary is available at the [MAPC Sustainable Communities web page](#). Pre-applications for that grant program are due on July 26.)

Metro Boston is uniquely positioned to take advantage of the Regional Planning Grant Program because it **already has a regional vision and plan consistent with the federal partnership's six Livability Principles.** “[MetroFuture: Making a Greater Boston Region](#)” is a bold and achievable plan to create a sustainable, equitable, and economically competitive Boston Region. The plan seeks to make efficient use of land, energy, and transportation investments by focusing growth in areas where development already exists. It protects our region's water, green spaces, and working farms. It strengthens regional competitiveness and personal opportunity through investments in education and job training, and it envisions healthy, diverse, and engaged communities across the region. MetroFuture was developed with the extensive participation of thousands of “plan builders”: residents, municipal officials, state agencies, businesses, community-based organizations, and institutional partners throughout the region.

**MetroFuture's Implementation Strategies** provide a comprehensive, long-term framework for building sustainable communities. [Hundreds of short- and long-term recommendations](#), organized into 13 distinct strategies, address land use, housing, jobs, transportation, education, health, energy, public safety and environmental protection, with actions for cities and towns, state government, and the private sector.

MAPC is developing a **Sustainable Communities proposal** to implement the MetroFuture vision and strategies through a series of activities that span the continuum from policy-making to place-based projects. This will include activities as diverse as proposing new state regulations and guidelines, conducting regional analysis, developing local smart growth plans, increasing public engagement, drafting zoning regulations, setting priorities for regional infrastructure, and moving critical projects from planning to action. This multifaceted approach will make smart growth a reality through neighborhood engagement and physical development, while also recognizing that a collection of successful projects does not on its own constitute systemic regional change. **MAPC is soliciting suggestions for local planning and development efforts that could be included in the proposal, municipalities and organizations interested in participating in the consortium, and recommendations on how the proposal can support and reinforce allied initiatives underway in the region.** The chart below describes candidate activities that might form the basis of MAPC's program application.

### Bridging Policy and Place: A Framework for MAPC's Sustainable Communities Application

Continuum of Activities		Candidate MAPC activities for Sustainable Communities proposal (not an exhaustive list)
<div style="display: flex; align-items: center; justify-content: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Policy</div> <div style="margin: 0 10px;">↓</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Place</div> </div>	<b>State policy and consensus-building</b>	<ul style="list-style-type: none"> <li>• Promote reform of state's Zoning Act to foster sustainable development; support implementation once an act is passed</li> <li>• Promote strategies to expand and diversify transportation funding</li> <li>• Contribute to the development of implementing regulations for the state's Global Warming Solutions Act</li> </ul>
	<b>Regional plans and resource allocation criteria</b>	<ul style="list-style-type: none"> <li>• Develop a Regional Housing Plan and conduct an Analysis of Fair Housing Impediments</li> <li>• Assess consistency between MetroFuture, local zoning, and specific investments or development proposals</li> <li>• Develop stronger sustainability and land use criteria for selecting transportation investment projects</li> <li>• Conduct regional procurement or coordination for energy services</li> <li>• Convene a Regional Food Policy Council</li> </ul>
	<b>Sub-regional planning and technical assistance</b>	<ul style="list-style-type: none"> <li>• Create corridor plans that identify priority development areas, priority preservation areas, and priority infrastructure investments to improve transportation choices and livability.</li> <li>• Expand technical assistance, communication, and engagement through the MAPC subregions.</li> <li>• Public engagement in project design and alternatives analysis</li> </ul>
	<b>Municipal master planning</b>	<ul style="list-style-type: none"> <li>• Support municipal visioning or master planning activities with scenario modeling and visualization techniques</li> <li>• Coordinated land use and water conservation planning</li> <li>• Help establish a Property Assessed Clean Energy (PACE) program</li> </ul>
	<b>Local area planning and policy</b>	<ul style="list-style-type: none"> <li>• Create land use plans for priority development areas, especially transit-oriented development, brownfields redevelopment, revitalization of disadvantaged communities, adaptive reuse,</li> <li>• Conduct public engagement for local planning and development review, using 3-D simulation and nontraditional outreach strategies</li> </ul>
	<b>Support for catalytic projects</b>	<ul style="list-style-type: none"> <li>• Help capitalize a transit-oriented development land acquisition fund</li> <li>• Fund the design or engineering of critical project elements</li> <li>• Assist non-profit developers to purchase option on key properties</li> </ul>

Other considerations for the application include:

- MAPC would like to identify a limited number of outstanding place-based activities in the application. This list should include a range of activities in both urban and suburban settings. Contingent on funding, additional locations and activities will be determined after the grant is received.
- The Regional Consortium should include municipalities from all four of Metro Boston's Community Types: Inner Core, Regional Urban Centers, Maturing Suburbs, and Developing Suburbs. The consortium should also include community-based organizations, educational institutions, foundations, business interests, and other stakeholders.
- The program, while focused on land use and transportation, will complement and leverage other allied initiatives in areas of education, workforce development, and public safety, all crucial to MetroFuture implementation.
- Civic engagement is be a central component of MAPC's activities at all levels, from neighborhood participation in planning decisions through advanced visualization tools to large-scale education and stakeholder development in support of state-level policy proposals.
- Performance metrics are a fundamental component of MetroFuture. MAPC is assessing progress in three ways: regional indicators to describe challenges and change in the region, MetroFuture implementation monitoring, and MAPC program evaluation.

**Summary of Partnership for Sustainable Communities and  
HUD Sustainable Communities Initiative  
Prepared by Metropolitan Area Planning Council  
28 June, 2010**

The Partnership for Sustainable Communities was conceived to advance development patterns and infrastructure investment programs that achieve improved economic prosperity and healthy, environmentally sustainable, and opportunity-rich communities. Recognizing the fundamental role that public investment plays in achieving these outcomes, the Administration charged three agencies whose programs most directly impact the physical form of communities—HUD, DOT, and EPA—to lead the way in reshaping the role of the Federal Government in helping communities embrace a more sustainable future.

- HUD will take the lead in funding, evaluating and otherwise supporting integrative regional planning for sustainable development.
- DOT will focus on (a) building the capacity of transportation agencies to integrate their planning and investments into broader plans and action to promote sustainable development; and (b) investing in transportation infrastructure that directly supports sustainable development and livability principles, as discussed below.
- EPA will enhance its role as a provider of technical assistance and developer of environmental sustainability metrics and practices.

The three agencies have made a commitment to coordinate activities, integrate funding requirements and adopt a common set of performance metrics. The Partnership is a commitment by these three Federal agencies to work together to coordinate policies and programs in support of six Livability Principles:

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies and leverage investment
6. Value communities and neighborhoods

***Sustainable Communities Initiative*** - Congress appropriated \$150 million to HUD for a Sustainability Initiative in FY10. The objective of this \$150 million initiative is improved coordination of transportation and housing investments that result in more regional and local sustainable development patterns, reduced greenhouse gas emissions, and more transit accessible housing choices for residents. These funds will stimulate more integrated regional planning to guide state, metropolitan, and local decisions, investments, and reforms in land use, transportation and housing. The initiative has three components:

- \$100 million in ***Sustainable Communities Regional Planning Grants***, which will be a collaborative effort between HUD and the Department of Transportation (DOT), with an emphasis on recipients' capacity for long-term cross-jurisdictional partnerships, public and private engagement, and ability to integrate resources.
- \$40 million in ***Community Challenge Planning Grants***, which is a local complement to the broader regional plans to facilitate changes in local zoning and land use policy and practice. These grants, open to individual municipalities and groups of municipalities, seek to support local implementation of sustainable plans and coordinated transportation planning. HUD and DOT issued a joint solicitation for this program and the TIGER II planning grant program in June 2010.
- \$10 million for a ***joint HUD-DOT research*** effort designed to advance transportation and housing linkages. The research agenda includes tracking of housing and transportation expenditures by location; creating broader measures of affordability and metropolitan accessibility; evaluating location efficient mortgages and energy efficient mortgages; identifying best practices in transit-oriented development and affordable housing; establishing performance measures.

**Summary of Sustainable Communities Regional Planning Grant program**  
**Prepared by Metropolitan Area Planning Council**  
**30 June, 2010**

“The Sustainable Communities Regional Planning Grant Program will support metropolitan and multi-jurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of: (1) economic competitiveness and revitalization; (2) social equity, inclusion, and access to opportunity; (3) energy use and climate change; and (4) public health and environmental impact.”

- MAPC application website: [www.mapc.org/sustainablecommunities](http://www.mapc.org/sustainablecommunities)
- HUD program website: [www.hud.gov/sustainability](http://www.hud.gov/sustainability)
- \$100m in total grantmaking
- Large metropolitan regions (500,000+) eligible for up to \$5m; 3-year grant period
- 25% set aside for distribution in small metropolitan regions (<500,000); grants up to \$2m
- 20% leverage (not match) from other public, philanthropic and private sources, including in-kind; cash contributions may come from any combination of local, state, and/or federal funds and/or private and philanthropic contributions dedicated to the express purposes of the proposal.
- Eligible applicants are defined as a consortium that includes a grouping of governmental units, regional planning agencies, nonprofit organizations, and allied public and private sector partners
  - A consortium designates a lead applicant responsible for submitting the application to HUD, signing a cooperative agreement, and administering the program
  - A partnership agreement, memorandum of understanding, or other proof of commitment to work together must be submitted with the application, and must be executed by all consortium members.
  - The Consortium can establish its own governance structure that reflects the diversity of its partners and allows for maximum participation in decision-making
  - A final consortium agreement must be executed no later than 120 days after the effective start date of the grant agreement
- The NOFA defines a region as a geographic area that includes, but may be larger than:
  - The jurisdiction of a single MPO, or the jurisdictions of two or more adjacent MPOs
  - A Metropolitan or Micropolitan Statistical Area;
  - A Metropolitan Division in a CMSA with a population exceeding 7,000,000.
- All applicants achieving a specified threshold score in their application will qualify for **Preferred Sustainability Status**. Applicants that meet this criterion will secure potential points in a number of funding opportunities managed by other federal agencies such as HUD, DOT, and EPA.
- Staff from all three agencies will participate in the review of applications and the selection of grantees
- HUD will look favorably upon applicants who prioritize additional measures to advance civil rights
- Application must include a discussion of how the plan will affirmatively further fair housing.

**Funding Category 1: Regional Plans for Sustainable Development**

- Preparation of Regional Plans for Sustainable Development where such plans do not currently exist or where they need to be significantly revised or enhanced. (NOT APPLICABLE IN METRO BOSTON)

**Funding Category 2: Detailed Execution Plans and Programs**

Funds in this category would support efforts to fine-tune existing regional plans so that they address the full complement of Livability Principles in an integrated fashion, the preparation of more detailed execution plans for an adopted Regional Plan for Sustainable Development, and limited predevelopment planning activities for regionally significant and catalytic projects.



- changes to local zoning, building and energy codes; or land use, financing, and development policies;
- work with MPOs and state agencies to realign transportation investments;
- solidifying regional agreements for water, waste, and natural resource management;
- launching employment initiatives that support regional workforce needs and programs
- targeting hard-to-reach populations that create a better jobs/housing balance;
- identifying capital improvement costs and financing strategies for specific area, transit corridor, water/wastewater service, or regional affordable housing plans; and/or
- Formalize multijurisdictional agreements to implement a Regional Plan

### **Eligible Activities**

1. Establish coordinated intergovernmental planning and secure agreements
2. Develop a comprehensive Regional Plan for Sustainable Development,
3. Identify immediate and long-term policies
4. Align infrastructure investment to ensure equitable land use planning
5. Ensure public decision-making and meaningful resident participation
6. Identify measures to track the progress toward creating sustainable communities
7. Strengthen management and decision-making capacities
8. Engage in site-specific planning and design of capital projects or programs
9. Preparation of administrative and regulatory measures
10. Legal studies and research related to state laws or local government charters or regulations
11. Technical planning studies

### **Program Outcomes**

1. Creation of shared elements in regional transportation, housing, water, and air quality plans tied to local comprehensive land use and capital investment plans.
2. Aligned federal planning and investment resources that mirror the local and regional strategies for achieving sustainable communities.
3. Increased participation and decision-making in developing and implementing a long-range vision for the region by populations traditionally marginalized in public planning processes.
4. Reduced social and economic disparities for low-income and communities of color.
5. Decrease in per capita Vehicle Miles Traveled (VMT).
6. Decrease in overall combined housing and transportation costs per household.
7. Increase infill development and minimize displacement of disadvantaged populations.
8. Increased access to major employment centers for low and very low-income households.

### **Data required for Regional Needs Assessment**

- a) Housing costs
- b) Environmental Quality (greenfield development, water infrastructure for population)
- c) Transportation Access (VMT/capita, mode share)
- d) Socioeconomic inequity (segregation and school quality)
- e) Economic Opportunity (proximity of subsidized housing to employment centers)
- f) Fresh Food Access (grocery store proximity)
- g) Healthy Communities (prevalence of preventable disease)
- h) Area of Severe Economic Distress (poverty & unemployment rates)

CERT\_ACT\_WEB\_FEEDBACK

NAME	AFFILIATION	EMAIL	FEEDBACK
Anne M. Harrington	Stoneham Bikeway Friends	penny.harrington@yahoo.com	The Tri-Community Bike/Greenway is a project whose time has come. Our project is in the 75% phase and very close to being ready to go. Please fund this worthy project. Thank you for your support.
Pat Brown	citizen	patbrown34@comcast.net	<p>1) The document is described as the "FFY 2011-2014 TIP"; however, the page footers describe the document as the 2010 - 14 TIP. Is this an error?</p> <p>2) The document includes the following references to project 605189:</p> <p>Appendix A:            Acton 605189 Bruce Freeman Rail Trail, Phase 2C, Concord (page 82 of 95)            Sudbury 605189 Bruce Freeman Rail Trail, Phase 2D, Sudbury (page 85 of 92)</p> <p>Project Evaluations:            605189 Concord Bruce Freeman Rail Trail, Phase 2C \$7,000,000 Bicycle and Pedestrian Pre-TIP (page 92 of 95).</p> <p>The correct ID for the Sudbury project is 1164 (see <a href="http://www.bostonmpo.org/apps/tip/tip_query.cfm">http://www.bostonmpo.org/apps/tip/tip_query.cfm</a>, search on Sudbury). 605189 is in Concord. Acton has spearheaded the combined 2A/2C project although 2C is in Concord; it would help to have a line of explanation of this.</p>
Judy OBrien	Stoneham Resident	judy.obrien@rcn.com	I am contacting you to request your financial support of the Stoneham Bike Path which is close to completion. Your support will help us to realize our dream. Thank you. Judy Obrien
Patricia Elliott	Stoneham resident	trish_elliott@verizon.net	Please support the completion of the tri-comm bike greenway. It is important to me and the community. The Tri-Community Bike/Greenway is a project whose time has come. Our project is in the 75 % phase and very close to being ready to go. Please fund this worthy project. P.Elliott Stoneham resident
Robert Rivers	Friend of the Stoneham Bikeway	bobriv@comcast.net	The Tri-Community Bike/Greenway has been dragged out over 25 years now, please do the right thing and fund this worthy project. I am 72 years old now and would like to at least see my grandkids and all the young people have this bikeway to enjoy and improve their lives before I leave. Thank You,
Darryln Leikauskas	Stoneham MA Tri-Community Bike Path	darrylnandrick@comcast.net	I moved here 11 years ago "knowing" that soon we would have our bike path as Arlington has enjoyed for so many years. My daughter is grown and no longer rides, but I'm not over the hill just yet...PLEASE fund this program. There are many volunteers to help the finishing work and it's so close! We need your funding to bring new life to our wonderful town. Thank you for your consideratin.
William N. Brownsberger	State Representative, 24th Middlesex	willbrownsberger@gmail.com	We are hoping and expecting that the Belmont/Trapelo Road Corridor project will be officially programmed for 2014. We appreciate the MPO's recognition of the staff support for the project, but hope that it will actually be programmed in the final draft. The community stands strongly in support of this project and continues to expend resources to prepare for the project. Subsurface utility replacement is underway at this time.

CERT\_ACT\_WEB\_FEEDBACK

Cameron Bain	Stoneham Tri-Community Bike/Greenway	bing27@verizon.net	<p>I'm pleased to join my friends in in writting on behalf of the Tri-Community Bikeway. We would appreciate it very much if your committee placed our project back on the TIP. We have held our 25% hearing and are working toward our 75 %hearing and are very close to being ready for construction.</p> <p>I'm pleased to join withOfficials and fellow citizens in urging the Boston MPO to place this project back on the Tip so that we can enjoy our bikeway. This project is a project whoe's time has come . We are now the oldest project in the state.</p>
Michael Yankovich	Resident of Belmont	myanko@mit.edu	<p>I request that MPO provide funding for Project 604688 Trapelo Road in the FFY2011-2014 TIP. The condition of Trapelo road is extremely poor (pavement roughness was rated as "fair" in 2007 but is now significantly worse; I recommend changing the rating for condition: need evaluation, pavement roughness/servicability from 2 to 3). Riding a bicycle along Trapelo Road, a commuting option for me and many others in the Belmont community, is currently a very risky proposition due to the uncertainty about whether the road is a one lane or two lane highway and due to the fact that the current wearing surface is nothing more than a patchwork quilt of poorly filled potholes. Also, most of the intersections along Trapelo Road are unsafe due to the same reasons. It is very nerve wracking to drive a car, ride a bike, or walk along Trapelo Road. Providing funding for this project in the 2011-2014 TIP will significantly enhance quality of life for residents, visitors, and those who transit regularly through better safety, cleaner air, and better economic opportunities. Nearly the entire Trapelo Road corridor is an eyesore and traveling nightmare about lane widths and number of travel lanes. The poor quality of this travel corridor is one of the biggest complaints I hear when talking to those who live, work, and travel through this community. It is also the first comment that I hear from out of town visitors. I strongly recommend that MPO provide funding for this project as soon as possible.</p>

**Summary of Comments Received on the Draft FFY 2010 Unified Planning Work Program, with MPO Responses**

Dated	Community/ Organization	Name and Title	Comment	MPO Response
8/2/10	495/MetroWest Partnership	Paul F. Matthews, Executive Director; Jessica Strunkin, Deputy Director of Public Policy and Public Affairs	<p>The letter provides background on the organization and the transportation challenges it faces. The MetroWest region has experienced significant growth recently, causing transportation challenges that include increasing traffic congestion, an increase in vehicle miles traveled, highway capacity issues, a lack of public transportation options, and failing, aged infrastructure. The Partnership is eager to participate in the studies and any projects in the 495 MetroWest region where their assistance would be helpful.</p> <p>Urges the MPO to include the "Interstate 495/Route 9 Interchange Study" in Appendix A. The study includes Southborough and Hopkinton. It is in the Central Massachusetts MPO's UPWP.</p> <p>Supports the following:</p> <ul style="list-style-type: none"> <li>• MAPC's Corridors/Subarea Planning Studies: Land Use Reviews. Offers support in the way of information and interactive forums with the Transportation Committee in support of the Route 9, Phase 2 study. Asks that the 495/MetroWest Development Compact be mentioned by name in the description of this study.</li> <li>• Downtown Framingham Traffic Impact Analysis study. Solutions to the grade crossing problem would support MassDOT's new GreenDOT initiative by mitigating air quality impacts.</li> <li>• MBTA's Foxborough Commuter Rail Feasibility study. There is potential for economic and job growth in the area around Gillette Station. The pro-active nature of the study may provide much needed transit options for the area as it fulfills its development and job creation potential.</li> <li>• MBTA Fitchburg Line Small Starts Application Support. Improvements to the line will increase ridership and provide reverse commute opportunities for people that work in MetroWest.</li> <li>• MassDOT's Massachusetts Turnpike Corridor Plan. Users of the Turnpike should be able to expect full incorporation of the roadway into future TIP and UPWP projects and studies.</li> <li>• Low-Cost Improvements to Bottleneck Locations. Urges the MPO to select one of the many bottlenecks in the</li> </ul>	

## Summary of Comments Received on the Draft FFY 2010 Unified Planning Work Program, with MPO Responses

Dated	Community/ Organization	Name and Title	Comment	MPO Response
			<p>MetroWest region during the second phase.</p> <ul style="list-style-type: none"> <li>• Safety and Operations Analyses at Selected Intersections. MetroWest communities that have a backlog of projects, but few resources to devote to design, could utilize the program.</li> <li>• Community Transportation Technical Assistance Program. Suggests that the success of the program depends on how well and to whom it is publicized. Asks the MPO to consider utilizing the Partnership to publicize the program.</li> <li>• Integrating Land Use in Regional Transportation Models. Suggests a regional development database would be an excellent resource for not only transportation agencies, but also for prospective investors in the Commonwealth.</li> <li>• MBTA Core Services Evaluation. Recommends that new service standards take into account the CSX deal on the Framingham/Worcester Line and the Fitchburg Line improvements. Should take into account the demand for reverse commuting on commuter rail lines out of Boston.</li> <li>• MPO Freight Study, Phases I and II. Supports advancement of the recommendations of the state's long-awaited plan. Recognizes the future importance of the Westborough and Framingham rail yards and encourages the studies to consider their effect on truck traffic and rail scheduling in the region. Recommends that Phase II be coordinated with the Foxborough Commuter Rail Feasibility study and the Downtown Framingham Traffic Analysis study.</li> <li>• Maintenance Costs of Municipally Controlled Roadways. Feels strongly about the need to identify the cost of maintaining the existing infrastructure to highlight the need for more transportation revenue in the Commonwealth.</li> <li>• Regional Model Enhancement. MetroWest has changed significantly since the last regional household travel study in 1991.</li> <li>• MAPC Alternative Mode Planning and Coordination. Pleased that transportation demand management activities will receive additional emphasis in FFY 2011. Support work to identify project eligible for the Congestion</li> </ul>	

**Summary of Comments Received on the Draft FFY 2010 Unified Planning Work Program, with MPO Responses**

Dated	Community/ Organization	Name and Title	Comment	MPO Response
			<p>Mitigation and Air Quality program and work on transit and freight planning. Welcomes better coordination of municipal shuttle service with existing regional transit service. Would like to offer insight into transit service gaps in Littleton and Boxborough.</p> <ul style="list-style-type: none"> <li>• RTA Service Planning Assistance. The work is essential to providing transit options to MetroWest residents and workers.</li> </ul>	
8/2/10	Dorchester Bay Economic Development Corp.	Jeanne DuBois, Executive Director	<p>Requests that the MPO conduct a planning study of the Quincy Street Corridor as part of its FFY 2011 UPWP.</p> <p>The Corridor is in the Fairmount Commuter Rail project area, which is one of five projects chosen nationally by the HUD-DOT-EPA Partnership for Sustainable Communities. Several development projects are planned in the corridor representing more than \$60 million in investments. The Corridor is near the future Four Corners station on the rail line.</p> <p>The projects will create many dynamic changes to the Corridor. A thorough traffic study is of the greatest importance to this community challenge.</p>	
8/4/10	Regional Transportation Advisory Council	Laura Wiener, Chair	<p>Supports the draft federal fiscal year 2011 Unified Planning Work Program.</p> <p>Appreciates that the draft FFY 2011 UPWP addresses many of the Advisory Council's comments on the draft FFY 2010 UPWP. For instance, the draft FFY 2011 UPWP includes the Bicycle Network Evaluation study and the Regional HOV Systems Planning study that were requested by the Advisory Council last year.</p> <p>Asks that the MPO coordinate work on the Bicycle Network Evaluation with the municipalities to ensure any recommendations have community support.</p> <p>Supports the MPO Freight Study, Phase II. Asks that the study address all modes of freight and recommend strategies to maintain freight rail in the region.</p> <p>Supports the MPO's focus on programs such as the Livable Communities Workshops and the Community Transportation Technical Assistance Program. Recommendations from these</p>	

**Summary of Comments Received on the Draft FFY 2010 Unified Planning Work Program, with MPO Responses**

Dated	Community/ Organization	Name and Title	Comment	MPO Response
			<p>programs have a better likelihood of implementation because the communities are reaching out to the MPO.</p> <p>Suggests that the MPO consider the needs assessment for Paths to a Sustainable Future as it looks to replenish its universe of ideas for the next UPWP.</p>	

**Public Comments on the Draft FFYs 2011 - 2014 TIP  
(as of August 4, 2010)**

Date	Affiliation/Name	Comment	MPO Action
7/6/2010	Antonio Loura, Chairman, Hudson Board of Selectmen	Expresses gratitude for the inclusion of the Route 85 project in Hudson on the federal fiscal years (FFYs) 2011-2014 Transportation Improvement Program (TIP). The project has been on the Transportation Plan for a number of years, has received widespread public support, and is located within a state-designated Economic Target Area. Route 85 is a key office and retail corridor that contains multiple Chapter 43D expedited permitting sites and is in a DHCD approved Blight Target Area. The project will facilitate connections to manufacturing facilities and to the intersection of I-290, I-495, and Route 85. The town will continue to work diligently with MassDOT to make the project ready for advertisement in FFY 2011.	
7/6/2010	State Senator Robert L. Hedlund	Requests that funding for the Route 139 widening project in Marshfield be included in the FFYs 2011-2014 TIP. The project is Marshfield's top priority and it will relieve a significant bottleneck along this business corridor. The project area is zoned for commercial and industrial use, and widening of the roadway could lead to 2,800 new units of housing, hundreds of thousands of square feet of new office and commercial space, and more than 1,000 new full-time local jobs.	
7/9/2010	Robert Shaughnessy, Board of Public Works Chair, Town of Marshfield	Expresses support for the Route 139 widening project in the Town of Marshfield. Provides a brief chronology of steps that the Town has taken to move the project forward. States that the roadway operates at a failing level of service, provides poor pedestrian accommodations, and serves as an impediment to the response times of emergency vehicle. Requests that the MPO and MassDOT continue to work in partnership with the Town to bring the project to completion.	
7/12/2010	Karen Horne, Planning Board Chair, Town of Marshfield	Supports the inclusion of the Route 139 widening project in Marshfield on the FFYs 2011-2014 TIP. The project will relieve a bottleneck to improve the failing level of service, provide pedestrian accommodations, and enhance opportunities for economic growth in Enterprise Park. It also hopes to improve the travel times of emergency responses.	
7/13/2010	Robert W. Healy, City Manager, City of Cambridge	Expresses concern that the Cambridge Common project has been moved to the FFY 2014 element, and believes that it should be programmed in the FFY 2011 element of the TIP. States that the condition of this historic park and transportation node is rapidly deteriorating and the project design is far enough along to be programmed in FFY 2011. Notes that delayed construction would require the City to fix sections of pathways only to have them removed when the larger project goes into construction.  Also expresses appreciation for the programming of the Kendall Square/Broadway project. MassDOT is scheduled to have a 25% design hearing for the project this month and the City is looking to begin construction as soon as possible.	
7/14/2010	Laura Wiener, Chair, Inner Core Committee	Expresses support for the following multi-modal projects that enhance the Inner Core's vibrancy and quality of life, make efficient use of existing infrastructure, and are aligned with MetroFuture and the Transportation Plan goals: Massachusetts Avenue (Arlington), South Bay Harbor Trail (Boston), Cambridge Common (Cambridge), Somerville Community Path (Somerville), Beacon Street (Somerville), Trapelo Road (Belmont), Beacham and Williams Street (Chelsea). Believes that the MPO should consider and fund projects that facilitate multi-modal transportation choices, improve public health, promote financially efficient land use, protect environmental context, and promote reuse and redevelopment.	



**Public Comments on the Draft FFYs 2011 - 2014 TIP  
(as of August 4, 2010)**

7/15/2010	Christine W. Apicella, Franklin resident	Supports the inclusion of the Route 140 Improvement project in the 2012 element of the TIP.  Expresses interest in programming funding for the following two projects: Downtown Franklin Roadway and Streetscape Improvement project that will improve traffic flow, enhance pedestrian access, and improve the overall streetscape; Pleasant Street Arterial and Intersection project that provides connections to the center of Franklin. Encourages the MPO to also program these projects in the short-term in order to build upon the investment in the Route 140 Improvement project.	
7/15/2010	State Representative Bruce Ayers	Requests an update on the TIP status of the Long Island Ferry Dock Construction federal earmark. States that this earmark was disbursed to the City of Boston as part of last year's U.S. Transportation Secretary Ray LaHood announcement of \$42 million in grants to improve ferry services and build new docks and facilities in 15 states.	
7/15/2010	State Senator James Eldridge and State Representative Kate Hogan	Expresses thanks for programming the Route 85/Washington Street Reconstruction project in the FFY 2011 element of the TIP. The route bisects a critical commercial area that experiences poor level of service during peak hours. The project will improve safety, reduce congestion, improve air quality, and facilitate economic and job growth. It will also incorporate new sidewalks and bike shoulders that will enhance bicycle and pedestrian mobility as well as improve accessibility for the handicapped population.	
7/15/2010	Anthony Marques, Public Works Director, Town of Hudson	Expresses gratitude for the inclusion of the Route 85 project in Hudson in the FFYs 2011-2014 TIP. The project will improve safety, reduce congestion, and enhance bicycle and pedestrian mobility along the corridor. The project area contains seven new major developments and has been identified by the Town as suitable for infill commercial growth.	
7/15/2010	Don Garcia, Economic Development Commission Chairman, Town of Hudson	Expresses thanks for programming the Route 85/Washington Street Reconstruction project in the FFY 2011 element of the TIP. The corridor operates at a failing level of service during the peak hours. The project will help relieve congestion along Route 85 and improve access to underutilized parcels along the corridor. These improvements will facilitate economic development opportunities to an area suited for commercial expansion.	
7/16/2010	Jennifer L. Burke, Planning Director, Town of Hudson	Expresses thanks for programming the Route 85/Washington Street Reconstruction project in the FFY 2011 element of the TIP. The project will improve safety, reduce congestion, and enhance bicycle and pedestrian mobility along the corridor. Improvements to the corridor will also facilitate economic development opportunities in an area that is suitable for infill development and has direct access to I-495.	
7/19/2010	Brian J. Maguire, Town of Franklin	Requests that the Pleasant Street Arterial and Intersection project in Franklin be programmed in the FFYs 2011-2014 TIP. The project will improve safety and provide access to numerous community destinations including the Town Common, schools, churches, and the Franklin Senior Center.	
7/20/2010	Laura Spear, Board of Selectmen Chair, Town of Stow	Requests that the following projects remain or be added to the FFYs 2011-2014 TIP: Design funds for the Hudson-Stow section of the Assabet River Rail Trail (FFY 2011) and construction funds for the Acton-Maynard-Stow sections of the Assabet River Rail Trail (FFY 2014). States that the Town of Stow recently acquired a two-mile right of way for the the ARRT and would like to connect to the Acton-Maynard segment presently under design. Notes that by allowing the earmark for design of the Stow section to be available in the FFY 2011 element, the towns would have a five-mile, continuous section of trail ready for construction in the FFY 2014 element.	

**Public Comments on the Draft FFYs 2011 - 2014 TIP  
(as of August 4, 2010)**

7/21/2010	Laura Wiener, Chair, Regional Transportation Advisory Council	Supports the FFYs 2011-2014 TIP and notes that more priority projects could be constructed if more funding were available. States that the Legislature and Governor took an important step through the reform measure approved in June 2009, however the financial savings realized by reform do not come close to addressing the revenue shortfall caused by the backlog of unfunded local and regional projects. Believes that reform and revenue must be addressed simultaneously.	
7/26/2010	Jeff Levine, Planning and Community Development Director, Town of Brookline	Asks for inclusion of Brookline's Gateway East/Village Square project on the FFY 2013 element or FFY 2014 element of the TIP. The project provides an opportunity to knit together the neighborhoods separated by Route 9, increase access to the Brookline Village MBTA station, and improve bicycle and pedestrian mobility. The project received PRC approval and the Town expects to submit 25% designs to MassDOT Highway Division in early fall 2010.	
7/26/2010	Board of Selectmen, Towns of Acton and Maynard	Request that the Assabet River Rail Trail (ARRT) earmark for design of the Hudson-Stow section remain on the FFYs 2011-2014 TIP and that the earmark for the design of the Acton/Maynard section be programmed so that the continuous stretch of trail can be designed together. Also request that construction funds for the ARRT be made available in the FFY 2014 element of the TIP.	
7/26/2010	State Representatives Jason Lewis and James Dwyer, State Senators Pat Jehlen and Richard Tisei	Request that the Tri-Community Bikeway/Greenway project be programmed on the FFYs 2011-2014 TIP. This six-mile bicycle and pedestrian path would connect the communities of Winchester, Woburn, and Stoneham, and would connect residential, commercial, recreational and civic areas. The project is in the 75% design phase, the MPO paid for design of the project.	
7/26/2010	Paul Matthews, Executive Director, 495/MetroWest Partnership	Expresses thanks for programming the Route 85/Washington Street Reconstruction project on the FFY 2011 element of the TIP. The corridor is a primary artery to Hudson's main retail area and also its historic downtown. This project will improve access to commerce and jobs, and accommodate future economic development opportunities.	
7/28/2010	Jane Souza, Director, Online Strategy & Service, Fidelity Investments	Expresses support for inclusion of the Pleasant Street Arterial and Intersection project in Franklin. States that the current road configuration and lack of sidewalks does not make it suitable for walking with children. This project would provide safe access for residents to reach community destinations such as the Town Common, schools, churches, and the Franklin Senior Center.	
7/29/2010	Patrick and Stacey Mullins, Franklin residents	Request that the Pleasant Street Arterial and Intersection project in Franklin be programmed in the FFYs 2011-2014 TIP. This roadway is a vital artery to the Town and drivers, bikers, joggers, and parents with baby strollers continually attempt to share the road despite inadequate accommodations. This project would provide safe access for residents to reach community destinations such as the Town Common, schools, churches, and the Franklin Senior Center.	
7/29/2010	Robert J. La Tremouille, Cambridge resident	Objects to the programming of the Cambridge Common project in the FFYs 2011-2014 TIP. States that a special act in 1830 prohibits the use of the Cambridge Common for highway uses. Notes that motor vehicles were not in common use in the 19th century and "highway uses" refers to bicycle usage. Appended a copy of the Special Act which was printed from state electronic archives.	
7/29/2010	State Representative Carolyn Dykema	Expresses support for the Crosswalk Beacon at Church and Main Street in Hopkinton funded through the Clean Air and Mobility Program in the FFY 2012 element of the TIP. This intersection is located in the heart of downtown and the current conditions pose a danger to the many individuals that use this intersection. This project is part of a comprehensive downtown revitalization to improve safety and access on the roadways in the downtown area.	

**Public Comments on the Draft FFYs 2011 - 2014 TIP  
(as of August 4, 2010)**

7/30/2010	Lydia Rogers, Concord resident	Expresses concern about the proposed Bruce Freeman Rail Trail (BFRT) in Concord and the connecting communities and urges the MPO not to include the project on the TIP or the Transportation Plan. Believes that MassDOT should not spend tens of millions of dollars to build a paved road for recreational bicyclists that could have harmful effects on a narrow wildlife corridor.	
7/30/2010	Sarah Cressy, President & CEO, Assabet Valley Chamber of Commerce	Expresses thanks for programming the Route 85/Washington Street Reconstruction project on the FFY 2011 element of the TIP. Route 85 is a major north-south corridor through Hudson connecting Marlborough, Berlin, Bolton, and Stows, and it bisects a critical commercial area. The project will improve safety, reduce congestion, improve air quality, benefit bicycle and pedestrian mobility, and allow for economic and job growth.	
8/2/2010	Jean McDonald, Marshfield resident	Expresses opposition to the Route 139 widening project in Marshfield in the FFYs 2011-2014 TIP. States that the traffic congestion has not been supported by data, and therefore believes it may be anecdotal. Notes that speed and impatience were the major causes of accidents on Route 139, and states that expanding the corridor to four lanes is likely to increase speeds and potentially result in more accidents. Express concern that the Town will not be able to maintain the new sidewalks built by this project. Believes that the construction of the project will impact existing commercial properties along the corridor. Attached a Letter to the Editor published in the Mariner of a Marshfield resident with concerns about the Route 139 project.	
8/2/2010	Peter Forman, President & CEO, South Shore Chamber of Commerce	Expresses support for inclusion of the Route 139 widening project in Marshfield in the FFY 2011 element of the TIP. Expects the near completion of final design this year.	
8/3/2010	Ralph and Sarah DeBerardinis, Franklin residents	Requests that the Pleasant Street Arterial and Intersection project in Franklin be programmed in the FFYs 2011-2014 TIP. The current conditions are unsafe for children to walk to school or for pedestrians to access the Town Common. The project will improve safety and provide access to numerous community destinations including the Town Common, schools, churches, and the Franklin Senior Center.	
8/3/2010	State Representatives Jennifer Benson and Cory Atkins	Express support for inclusion of the design earmark for the Assabet River Rail Trail (ARRT) in the TIP and asks for the MPO's support in funding the ARRT in the FFY 2014 element of the TIP. This 12-mile, multi-use path will run through Acton, Maynard, Stow, Hudson and Marlborough, and connect town centers, commercial areas, and schools. Acton, Maynard, and Stow are progressing with 100% design plans for the next phases of the trail.	

***MEMORANDUM***

**DATE** July 8, 2010  
**TO** Transportation Planning and Programming Committee  
of the Boston Region Metropolitan Planning Organization  
**FROM** Arnold J. Soolman, CTPS Director  
**RE** Work Program for: 2010 Freight Study – A Profile of Truck Impacts

**ACTION REQUIRED**

Review and approval

**PROPOSED MOTION**

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization vote to approve the work program for 2010 Freight Study – A Profile of Truck Impacts in the form of the draft dated July 8, 2010.

**PROJECT IDENTIFICATION**

**Unified Planning Work Program Classification**

Technical Support/Operations Analysis Projects

**CTPS Project Number**

11139

**Client**

Boston Region MPO

**CTPS Project Supervisors**

*Principal:* Karl Quackenbush

*Manager:* Mike Callahan

**Funding**

MassDOT 3C PL Highway Planning Contract #59796

## **IMPACT ON MPO WORK**

This is MPO work and will be carried out in conformance with the priorities established by the MPO.

## **BACKGROUND**

An efficient freight transportation system is an important contributor to a strong economy. Motor freight transportation is also a significant contributor to congestion and crashes, and accelerates the deterioration of roads and bridges. These are among the reasons federal transportation legislation encourages metropolitan planning organizations (MPOs) to consider freight movements and issues during the metropolitan transportation planning process.

The findings of MassDOT's draft State Freight and Rail Plan reinforce the importance of studying freight movements in the Boston region. The draft Plan predicts that freight volumes in the state will increase 70 percent between 2007 and 2030. Freight transportation relies on the same road and rail networks that people use to access their everyday needs. Therefore, the predicted increase of freight volume will add congestion to a regional transportation system that is already strained during peak hours, and will affect system performance of both freight and passenger travel.

The projected increase in freight volume will have a particularly acute effect on the highway system. It is estimated that 94 percent of the current freight volume in Massachusetts is moved by trucks. The statewide plan also predicts that the truck mode share will increase between 2007 and 2030. Recommended by the draft State Freight and Rail Plan are several investments that support shifting freight, when feasible, from trucks to trains and ships in order to mitigate some of the harmful effects of trucking in Massachusetts. While increasing the share of freight moved by other modes would yield benefits for the region's road network, trucks will most likely continue to distribute the vast majority of freight within the Boston Region MPO area. Therefore, better understanding the general nature of truck movements, and their effects on the transportation system, is an important first step to prepare for the anticipated increase of freight traffic in the region.

This study will examine how, where, and to what extent trucks affect the region's transportation system. It will provide a profile of truck impacts in the region containing information about truck volumes, truck-involved crashes, and truck emissions. Knowledge about the impact of trucks will be useful to the MPO when considering the freight benefits of projects and it will provide a foundation from which to conduct future freight planning.

## OBJECTIVES

The principle objectives of this work program are:

1. To examine how, where, and to what extent trucks affect the region's transportation system.
2. To improve the Boston Region MPO staff's capacity to conduct freight planning and analyze projects and programs for their freight benefits.

## WORK DESCRIPTION

The work required to accomplish the study objectives has been grouped into five tasks:

### **Task 1 Estimate Existing Truck Volumes by Movement Type**

The CTPS truck model will be used to estimate the share of the total volume of truck traffic in the Boston region traveling inbound, outbound, through, and internally.

#### ***Product of Task 1***

A table depicting the inbound, outbound, internal, and through shares for truck traffic.

### **Task 2 Identify Areas in the Region with High Truck Volumes**

***Subtask 2.1*** Highway segments in the region with relatively high truck volumes will be identified using a database of highway classification counts conducted by MassDOT's Highway Division. Staff may conduct counts in additional locations if desirable. This analysis will focus on large trucks, with six wheels or more, rather than smaller trucks such as pickups and vans.

***Subtask 2.2*** The CTPS truck model will be used to estimate truck trip ends at the geographical scale of transportation analysis zones. This will produce a picture of where trucks are going in the region and where they may be causing the greatest burden. The model will also be used to predict truck trip ends in 2030 based on the MetroFuture land use plan.

#### ***Products of Task 2***

- Maps depicting locations with relatively high volumes of large trucks on the region's highway network
- Tables depicting truck volumes as a fraction of total volume at key locations in the region during the peak travel hour and on a daily basis
- A map depicting the density of truck trip ends in the region by transportation analysis zone

### **Task 3 Identify Areas with High Truck Crash Rates**

Crash data are not typically disaggregated by type of vehicle. In this task, Boston Region MPO staff will use the MassDOT Registry of Motor Vehicles Division's crash database to analyze data on crashes involving large trucks. Locations with a relatively high truck crash rate will be identified. These locations will be plotted spatially in related to truck traffic volumes to ascertain whether the crash rate is proportional to those volumes or not. Crashes involving heavy trucks will also be studied to determine if these crashes result in greater property damage and more severe injuries than crashes that do not involve trucks.

***Products of Task 3***

- Maps depicting locations with relatively high numbers and rates of truck crashes
- A table depicting the value of property damage and injuries resulting from truck crashes relative to all other crashes

**Task 4 Estimate the Share of Transportation-Related Greenhouse Gas Emissions, and Other Mobile Source Emissions, Generated by Trucks**

The CTPS truck model will be used to estimate the annual vehicle-miles of travel (VMT) of trucks of various use categories. Emissions factors will be applied to the VMT estimates to estimate the annual emissions of various pollutants produced by trucks.

***Products of Task 4***

- Tables depicting estimated emissions and estimated VMT from various truck categories

**Task 5 Document the Results**

The results of Tasks 1 through 4 will be documented in a technical memorandum.

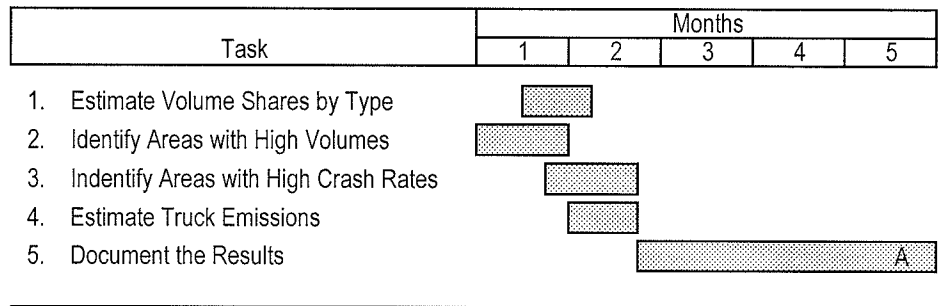
**ESTIMATED SCHEDULE**

It is estimated that this project will be completed five months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

**ESTIMATED COST**

The total cost of this project is estimated to be \$39,993. This includes the cost of 19.0 person-weeks of staff time, overhead at the rate of 88.99 percent, and travel costs. A detailed breakdown of estimated costs is presented in Exhibit 2.

Exhibit 1  
**ESTIMATED SCHEDULE**  
 2010 Freight Study – A Profile of Truck Impacts



Products

A: Technical memorandum



Exhibit 2

ESTIMATED COST

2010 Freight Study – A Profile of Truck Impacts

<b>Direct Salary and Overhead</b>	<b>\$39,763</b>
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Task	Person-Weeks							Direct Salary	Overhead (@ 88.99%)	Total Cost
	M-1	P-5	P-4	P-3	P-2	P-1	Total			
1. Estimate Volume Shares by Type	0.2	0.0	0.0	1.5	0.4	0.0	2.1	\$2,213	\$1,969	\$4,182
2. Identify Areas with High Volumes	0.0	2.5	0.0	0.0	2.0	0.0	4.5	\$5,697	\$5,069	\$10,766
3. Indentify Areas with High Crash Rates	0.0	0.0	3.0	0.0	1.5	0.0	4.5	\$4,941	\$4,397	\$9,338
4. Estimate Truck Emissions	0.2	0.0	0.0	1.5	0.5	0.0	2.2	\$2,298	\$2,045	\$4,343
5. Document the Results	1.0	0.0	1.0	0.0	3.0	0.7	5.7	\$5,891	\$5,242	\$11,134
<b>Total</b>	<b>1.4</b>	<b>2.5</b>	<b>4.0</b>	<b>3.0</b>	<b>7.4</b>	<b>0.7</b>	<b>19.0</b>	<b>\$21,039</b>	<b>\$18,723</b>	<b>\$39,763</b>

<b>Other Direct Costs</b>	<b>\$230</b>
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Travel \$230

<b>TOTAL COST</b>	<b>\$39,993</b>
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**Funding**

MassDOT 3C PL Highway Planning Contract #59796



# BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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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** August 19, 2010  
**TO** Transportation Planning and Programming Committee  
of the Boston Region Metropolitan Planning Organization  
**FROM** Arnold J. Soolman, CTPS Director  
**RE** Work Program for: MBTA Bus Route 1 Transit Signal Priority Study

### ACTION REQUIRED

Review and approval

### PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Bay Transportation Authority, vote to approve the work program for MBTA Bus Route 1 Transit Signal Priority Study in the form of the draft dated August 19, 2010.

### PROJECT IDENTIFICATION

#### Unified Planning Work Program Classification

Planning Studies

#### CTPS Project Number

23313

#### Client

Massachusetts Bay Transportation Authority  
*Project Supervisor:* Joseph Cosgrove

#### CTPS Project Supervisors

*Principal:* Efi Pagitsas  
*Manager:* Mark Abbott

#### Funding

MPO FTA \$5303 Contract #MA-80-0005

## IMPACT ON MPO WORK

This is MPO work and will be carried out in conformance with the priorities established by the MPO.

## BACKGROUND

Transit signal priority (TSP) is an intelligent transportation systems (ITS) technology applied to traffic signals to reduce traffic delays and increase effective person-carrying capacity for buses along a corridor. TSP technology allows buses equipped with communication devices to request priority as they approach a traffic signal. Priority strategies include the extension of the green interval for the approach where the bus travels or the return to a green interval to serve the bus. The bus may communicate with the signal in this manner every time it is approaching a traffic signal or only when the bus is late. A TSP system can improve bus travel time and schedule reliability. Such systems have been widely installed around the country with documented benefits in bus travel time reductions ranging from 4 to 25 percent. TSP systems require careful examination of impacts on side street traffic delays and queues, and on bicyclists and pedestrians.

The MBTA has identified 15 Key Routes, which carry approximately 40 percent of all bus passengers, to be examined for bus improvement strategies, including TSP. Route 1, running primarily along Massachusetts Avenue and serving riders between Harvard Square in Cambridge and Dudley Square in Roxbury, is one of them.

In 2009, the MBTA collaborated with MassDOT and MPO staff on a Key Routes Initiative to develop bus improvement strategies for six of the 15 Key Routes: Routes 1, 15, 23, 28, 66, and 111. These strategies generally apply elements of rail rapid transit to bus service to reduce bus travel time, improve the quality of service for existing customers, and make bus service a more attractive option for potential new customers. Typical bus improvement strategies include segregating rights-of-way for buses; establishing procedures for pre-paid boarding; providing TSP for buses; enhancing frequency; and consolidating, eliminating, and relocating some bus stops.

In the first phase of this work, which was funded by the Commonwealth, MPO staff have studied five of the six routes<sup>1</sup> and have recommended bus stops for consolidation, elimination, and relocation; analyzed travel time data; and developed conceptual plans for TSP (green extension, and early green) and queue jumps. For each route, staff have documented the results of these analyses in a technical memorandum.

The second phase of the Key Routes Initiative<sup>2</sup> will look further at four of the routes and include in-depth signal priority evaluations of intersections along each route alignment and development of final recommendations for improvement strategies that should move forward

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<sup>1</sup> Evaluation of Route 23 is being completed by an outside consultant.

<sup>2</sup> Strategic Visioning for MBTA Bus Service, MPO Work Program, January 7, 2010.

on each route. Part of this second phase, already underway, is funded by the MBTA and covers intersection analyses for Routes 15, 66, and 111. In another part, Route 1, the subject of the present work program, will be evaluated under MPO funding designated in the MPO's federal fiscal year 2010 Unified Planning Work Program (UPWP).

## **OBJECTIVES**

The purpose of this work program is to evaluate TSP for Route 1 buses. This analysis will demonstrate which intersections could realistically support TSP strategies, including queue jumps, green extension, and early green, without significant impacts on general-purpose traffic, bicyclists and pedestrians, parking, and side streets.

To this end, the following objectives will be set for this study:

1. Evaluate existing conditions of signalized intersections along MBTA bus Route 1 and schedule adherence performance for the buses.
2. Evaluate the potential for transit signal priority and queue jumps under the bus stop consolidation assumptions that resulted from the first phase of the Key Routes Initiative.
3. Document existing conditions and improvement strategies for intersections and buses in terms of impacts on delays, travel time for general traffic, queues, bus stop locations, pedestrians, parking, and bus travel time.

## **WORK DESCRIPTION**

### **Task 1 Evaluate Existing Conditions**

Staff will focus on the following analysis emphasis areas:

- First, staff will convene planning and engineering staff from MassDOT, the MBTA and its consultants, and the cities of Boston and Cambridge. The purpose of these meetings will be to discuss:
  - Existing conditions in general terms
  - The availability of turning movement count data and signal plans
  - Desirable analysis output format for implementation by city staff
  - The need/potential for TSP, queue jumps, or other treatments
  - Coordination of work with other planning efforts, such as the City of Boston's Dudley Square Transportation Action Plan and MassDOT's Roxbury/Dorchester/Mattapan Transit Needs Study
  - City conditions that must be met for implementation
- Following interactions with agency and municipal officials, staff will devise screening tools (intersection performance measures) and displays (lists, tables, or maps) to prioritize route locations for bus priority. Potential metrics will include intersection traffic volumes, bus delays by route segment, bus segment ridership,

and likely implementation feasibility by location as viewed by city officials. This screening will yield the intersections for which, from a need and an implementation point of view, further analysis will be practical to pursue.

- Staff collected turning movement counts (TMCs) at all intersections along Route 1 in Boston as part of the first phase of the Key Routes Initiative. Unless TMC data already exist for intersections in Cambridge, staff will collect the same data at Cambridge intersections.
- For each intersection that has potential for TSP treatment, staff will perform existing conditions analysis using SYNCHRO or VISSIM software. Analysis will be performed for the AM and PM peak hours and will include: level of service, queues, delays, and parking.
- Based on existing conditions analysis and on bus ridership and bus travel time statistics, staff will develop an existing conditions operations profile for bus Route 1 service. This information will be compared against bus operational performance under TSP scenarios.

#### ***Product of Task 1***

- A technical memorandum describing:
  - Interactions with agency and city officials
  - Priority locations selected for TSP treatment
  - Analysis methodology
  - Results of existing conditions analysis for Route 1 intersections
  - Existing bus performance profile

#### **Task 2 Evaluate TSP and Other Strategies**

SYNCHRO or the calibrated VISSIM model will be used to evaluate the impact of TSP and queue jump strategies on bus operations, traffic operations, parking, side street traffic, and cyclists and pedestrians. Evaluation will assume the bus stop consolidation recommendations made in the first phase of the Key Routes Initiative.

The TSP strategy will likely be a combination of green extension and/or early return to green on the approach of the bus (red truncation), depending on the location of the bus stops (far side or near side) and the established bus detection decision.

Finally, the TSP strategy will be evaluated for feasibility of implementation and for impacts on delay, travel time, queues, pedestrians, parking, and bus travel time for a five-year horizon.

#### ***Product of Task 2***

- A technical memorandum documenting the results of TSP strategies analyses, including impacts on traffic, delays, queues, parking, bus operations, and cyclists and pedestrians

**ESTIMATED SCHEDULE**

It is estimated that this project will be completed 12 months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

**ESTIMATED COST**

The total cost of this project is estimated to be \$124,982, \$50,400 to be spent during FFY 2010 and the rest during FFY 2011. This includes the cost of 54.5 person-weeks of staff time and overhead at the rate of 88.99 percent. A detailed breakdown of estimated costs is presented in Exhibit 2.

AJS/EP/ep

Exhibit 1  
 ESTIMATED SCHEDULE  
 MBTA Bus Route 1 Transit Signal Priority Study

Task	Month												
	1	2	3	4	5	6	7	8	9	10	11	12	
1. Evaluate Existing Conditions	A												
2. Evaluate TSP Strategies													B

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Products/Milestones

- A: Technical memorandum for Task 1
- B: Technical memorandum for Task 2

Exhibit 2  
 ESTIMATED COST  
 MBTA Bus Route 1 Transit Signal Priority Study

<b>Direct Salary and Overhead</b>	<b>\$124,782</b>
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Task	Person-Weeks					Total	Direct Salary	Overhead (@ 88.99%)	Total Cost
	M-1	P-5	P-4	P-2	Temp				
1. Evaluate Existing Conditions	3.0	10.0	0.5	12.0	4.0	29.5	\$33,762	\$30,045	\$63,806
2. Evaluate TSP Strategies	4.0	10.0	1.0	10.0	0.0	25.0	\$32,264	\$28,712	\$60,976
Total	7.0	20.0	1.5	22.0	4.0	54.5	\$66,026	\$58,756	\$124,782

<b>Other Direct Costs</b>	<b>\$200</b>
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Travel	\$200
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<b>TOTAL COST</b>	<b>\$124,982</b>
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*Funding*  
 MPO FTA \$5303 Contract #MA-80-0005