



Boston Region Metropolitan Planning Organization

April 18, 2024



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Español (Spanish)

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

Português (Portuguese)

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

Tiếng Việt (Vietnamese)

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

Kreyòl Ayisyen (Haitian Creole)

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

简体中文 (Simplified Chinese)

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

繁體中文 (Traditional Chinese)

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Guidelines

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





April 18, 2024

Introductions

1. **Introductions**
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: March 21, 2024, Meeting Minutes
8. TIP Development: MassDOT Highway Projects
9. Action Item: FFYs 2025–29 TIP Document
10. Action Item: FFY 2024 UPWP Amendment Two
11. Action Item: RTA Representation on the MPO Board
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Chair's Report

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Executive Director's Report

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Grant Application Activities

- Municipal Vulnerability Preparedness Action Plan (MVP) grant
 - Due date: April 24, 2024
- Mobility, Access, & Transportation Insecurity (MATI) grant
 - Due date: April 30, 2024
- Prioritization Process Pilot Program (PPPP)
 - Due date: May 1, 2024

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Today's Agenda

- Presentation: MassDOT Highway Projects for FFYs 2025-29 Transportation Improvement Program (TIP) Development
- Three action items
 - FFYs 2025-29 TIP Draft Document (30-day public review period)
 - FFY 2024 Unified Planning Work Program (UPWP) Amendment Two
 - MOU Update Committee recommendations on Regional Transit Authority representation

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Today's Agenda

- Two additional presentations
 - Discrete Study: Sustainability and Decarbonization in the Freight and Logistics Sector in the North Suffolk Area
 - Beyond Mobility: MassDOT's 2050 Transportation Plan

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Next Meeting

- May 2, 2024, at 10:00 AM

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Public Comments

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Committee Chair's Report

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Regional Transportation Advisory Council Report

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Action Item: March 21, 2024, Meeting Minutes

Vote to approve these minutes

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TIP Development: MassDOT Highway Projects

John Bechard, MassDOT staff

Presentation and discussion on MassDOT Highway Projects

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Action Item: Federal Fiscal Years (FFYs) 2025–29 Transportation Improvement Program (TIP) Document, Release for Public Review

Ethan Lapointe, MPO Staff

Vote to release this document for its 30-day public review period

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FFYs 2025–29 TIP Final Project Programming Scenario

Vote to release the draft FFYs 2025–29 TIP for public review

Ethan Lapointe
TIP Manager, MPO Activities



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Presentation Overview

1. Draft regional target investment summary
2. Next steps
3. Discussion

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Resources for Today



April 18, 2024

Resources for Today - Draft TIP Document

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Draft Investment Summary



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Regional Target Program Summary

- The FFYs 2025–29 TIP funds 70 projects in the Regional Target program.
- New projects include
 - 10 for Community Connections
 - 8 Transit Transformation
 - 8 Design projects in FFYs 2025 and 2026
 - 6 roadway and trail projects
 - Two of these were formerly in MassDOT's Statewide Highway Program

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MPO Investment Program	Number of Projects	Regional Target Dollars Programmed
Bicycle Network and Pedestrian Connections	10	\$69,238,369
Community Connections (allocated to projects)	16	\$5,154,222
Community Connections (not yet allocated to projects)	N/A	\$15,423,415
Complete Streets	21	\$334,236,398
Intersection Improvements	8	\$47,155,319
Major Infrastructure—Roadway	4	\$171,860,000
Transit Transformation (allocated to projects)	11	\$55,548,000
Transit Transformation (not yet allocated to projects)	N/A	\$24,500,000
Unprogrammed	N/A	\$4,812,578
Total	70	\$727,928,301

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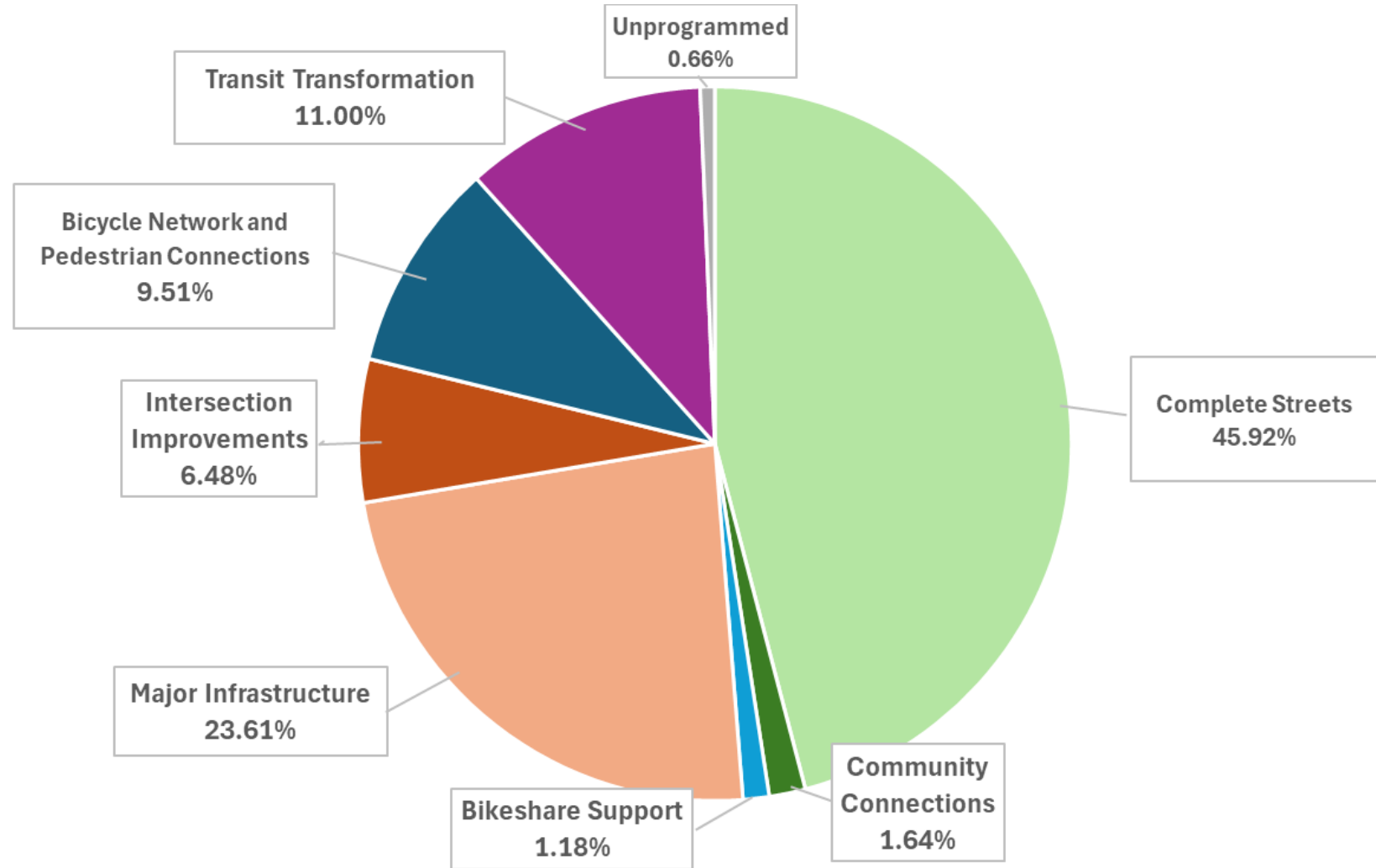
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Regional Target Program Summary: Funding Allocations by Investment Program

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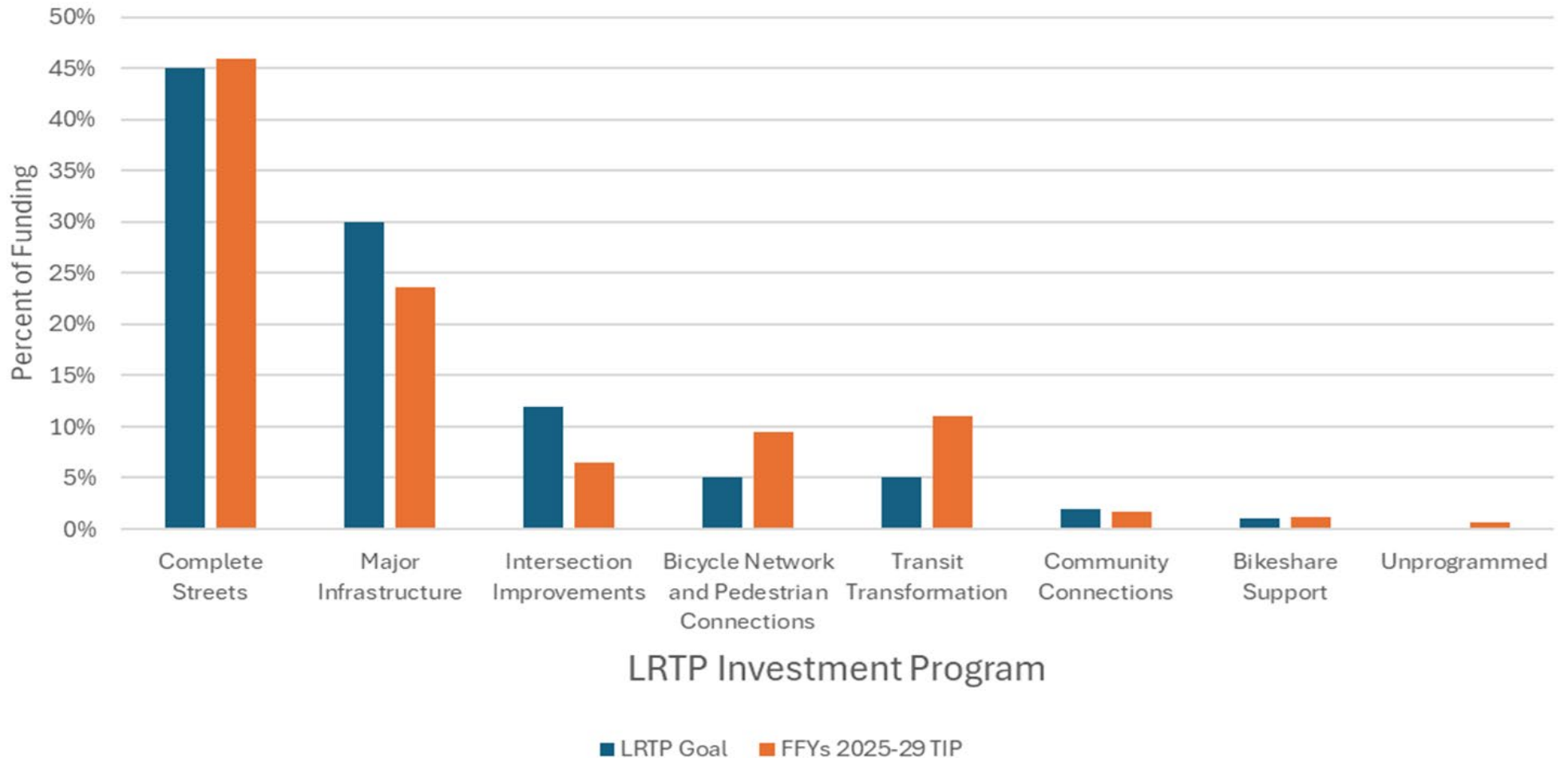
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Regional Target Program Summary: TIP Funding Allocations vs. LRTP Targets

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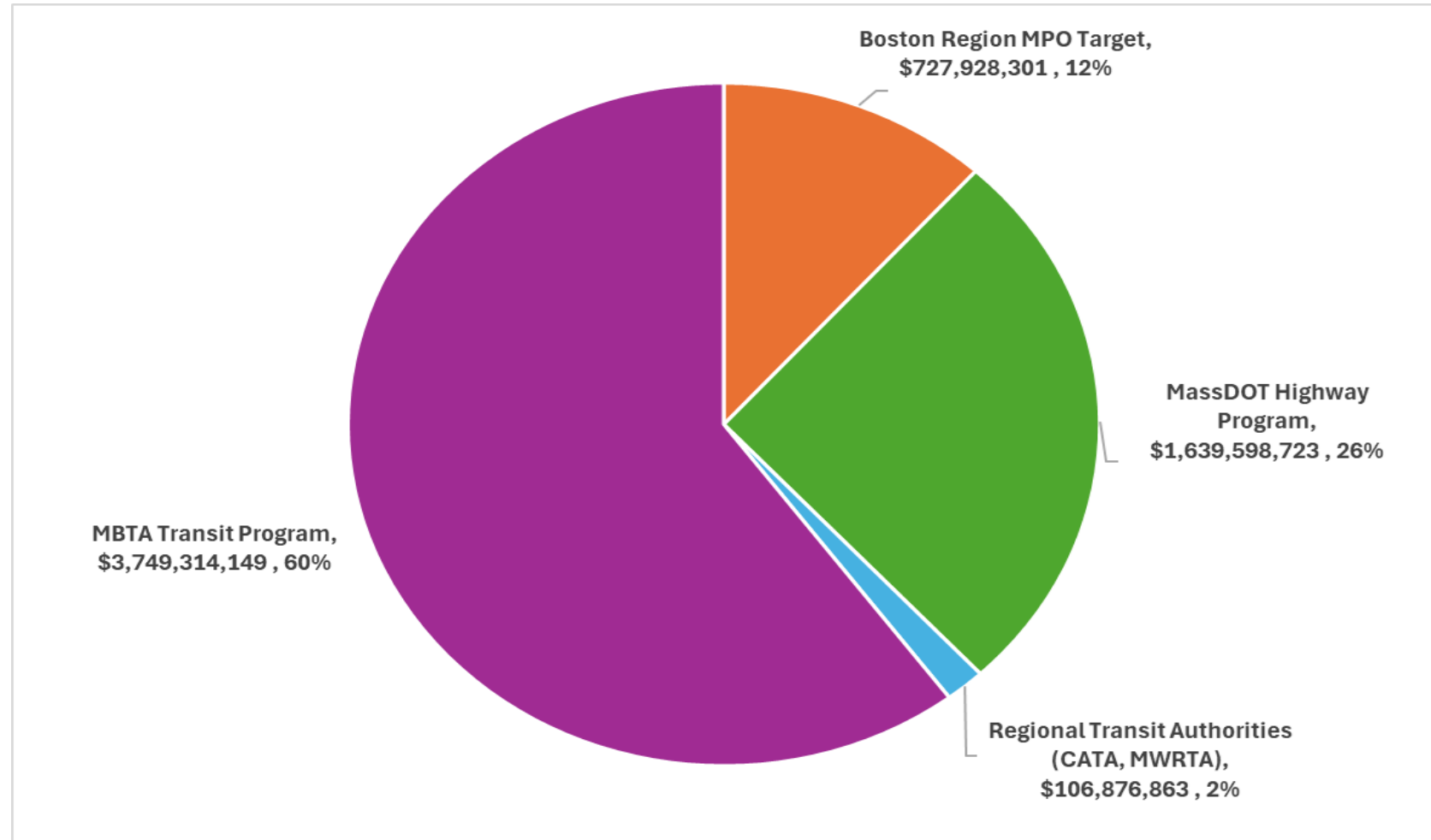
FFY = Federal Fiscal Year. LRTP = Long-Range Transportation Plan.



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TIP Investment Summary: All Programs



CATA = Cape Ann Transportation Authority. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority.

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Next Steps



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Potential Changes to the TIP Document

- Project funding numbers may change during the draft comment period
 - MassDOT and the MBTA are developing their capital plans, and items may change as well
- Additional detail may be added for figures and tables
- Appendix C: Public Comment Summary will be added
- Appendix G: Operations and Maintenance information for Regional Transit Authorities will be added
- A full list of changes to the document will be discussed at the June 6 MPO meeting

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Public Engagement for the Draft TIP

- Public Comment period for FFYs 2025–29 will begin April 22 and last until May 22, 2024.
- Thirty-day public comment period allows for additional opportunity to provide feedback beyond the 21-day minimum requirement.
- Staff may look for opportunities for in-person engagement around the draft TIP as well.

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Next Step: TIP Endorsement

- Endorsement of the FFYs 2025–29 TIP is expected to take place at the June 6, 2024, MPO Board meeting, with the TIP taking effect October 1, 2024.
- The TIP Process, Readiness, and Engagement Committee will continue its role as a forum for detailed discussion on key TIP matters.
 - Staff are tentatively looking at a meeting in May to reflect on this year's TIP development cycle.

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Today's Requested Action

- MPO staff request that the board votes to release the FFYs 2025–29 TIP for a 30-day public review.
- Public comment will begin April 22, 2024, and conclude May 22, 2024.

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Discussion



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Action Item: Federal Fiscal Years (FFY) 2024 Unified Planning Work Program (UPWP) Amendment Two

Srilekha Murthy, MPO Staff

Vote to waive the public comment period and endorse

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FFY 2024 UPWP Amendment Two

Srilekha Murthy, MPO Staff

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FFY 2024 UPWP Amendment Two

- Adjustments to program budgets
 - Primarily due to evolving needs, staff capacity, and attrition
- Redlined and clean versions on the meeting calendar
- Adjustments have a net zero impact on the overall budget of the UPWP
- Reductions in budget does not mean that planned work will not be completed

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FFY 2024 UPWP Amendment Two

- Today: Requesting that you vote to waive the 21-day public review period and approve this amendment as presented
 - Waiving comment period means staff have adequate time to commence and complete any planned work before the end of the fiscal year with their adjusted budgets

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Action Item: Regional Transit Authority (RTA) Representation on the MPO Board

David Hong, MPO Staff

Presentation, discussion, and vote to approve representation

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RTA Representation Memo

David Hong

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RTA Representation

- Items for today: Committee recommendation on RTA representation memorandum
 - Background
 - Deliberation process
 - Recommendation
- Presentation to the full board

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MOU Update Committee Recommendation

RTA Representation

- To add one permanent voting seat on the MPO board shared by the region's RTAs on a rotational basis, each serving two-year terms
 - Currently MetroWest Regional Transit Authority and Cape Ann Transportation Authority
 - Serve as one another's alternate
- Effective with signing of updated MOU
 - Targeted for 2024 Annual Meeting

Technical difficulties?

Call Sam Taylor
at 857.702.3702 or
email staylor@ctps.org



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Sustainability and Decarbonization in the Freight and Logistics Sector in the North Suffolk Area

Shravanthi Gopalan Narayanan, MPO Staff
Erin Maguire, MPO Staff

Presentation and discussion of the findings of the discrete study on sustainability and decarbonization in the freight and logistics sector in the North Suffolk County area, funded in the FFY 2023 UPWP

Technical difficulties?

Call Sam Taylor
at 857.702.3702 or
email staylor@ctps.org



Sustainability and Decarbonization in the Freight and Logistics Sector in the North Suffolk Area

Erin Maguire & Shravanthi Gopalan Narayanan

April 18, 2024

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2. Freight and Industry in the Study Area
3. Stakeholder Engagement
4. Current Challenges
5. Decarbonization Strategies
6. Next Steps
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Freight and Industry in the Study Area

The study area has:

- Critical Urban Freight Corridors (CUFC)
- Designated Port Areas (DPAs)

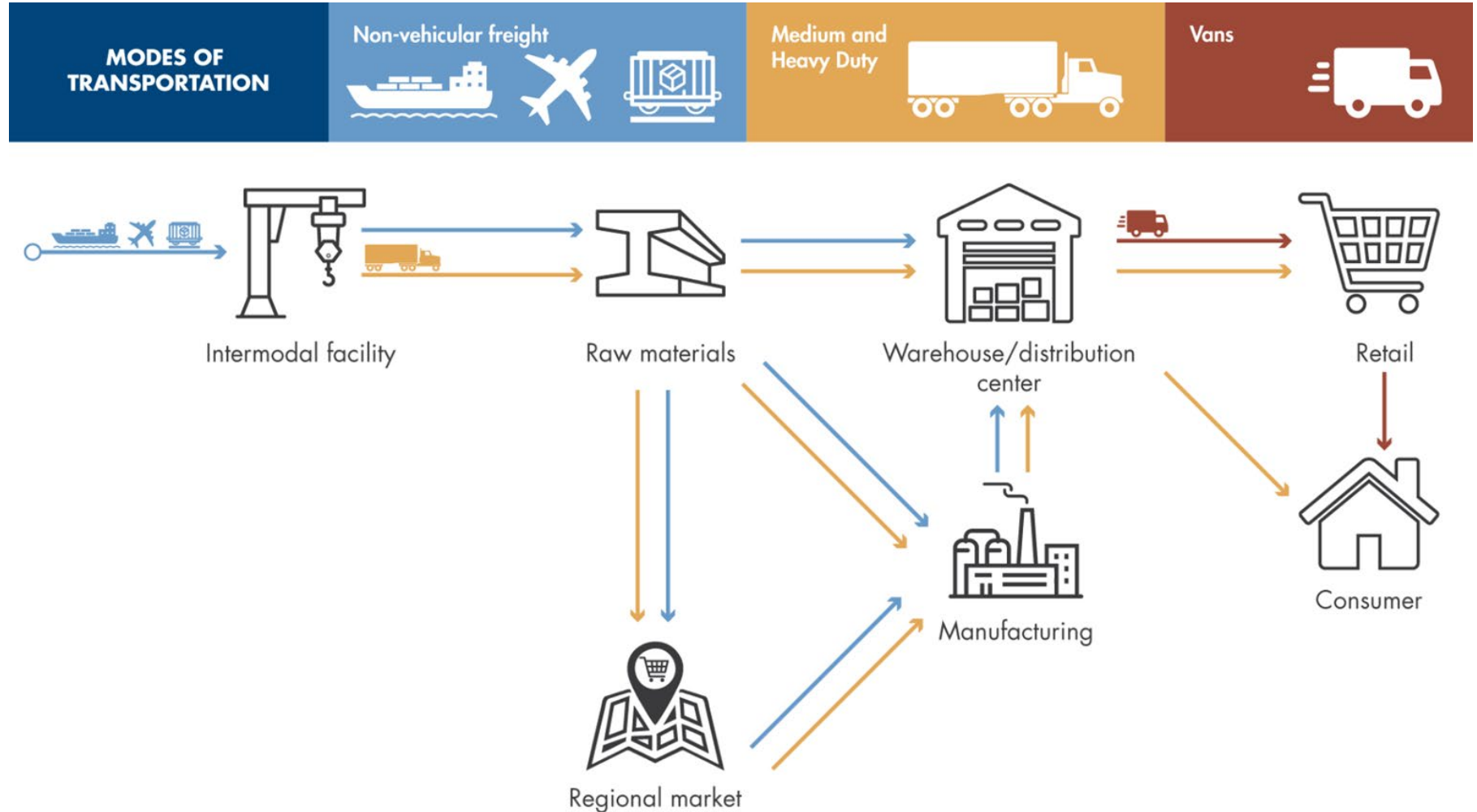




April 18, 2024

Freight and Industry in the Study Area

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Technical difficulties?

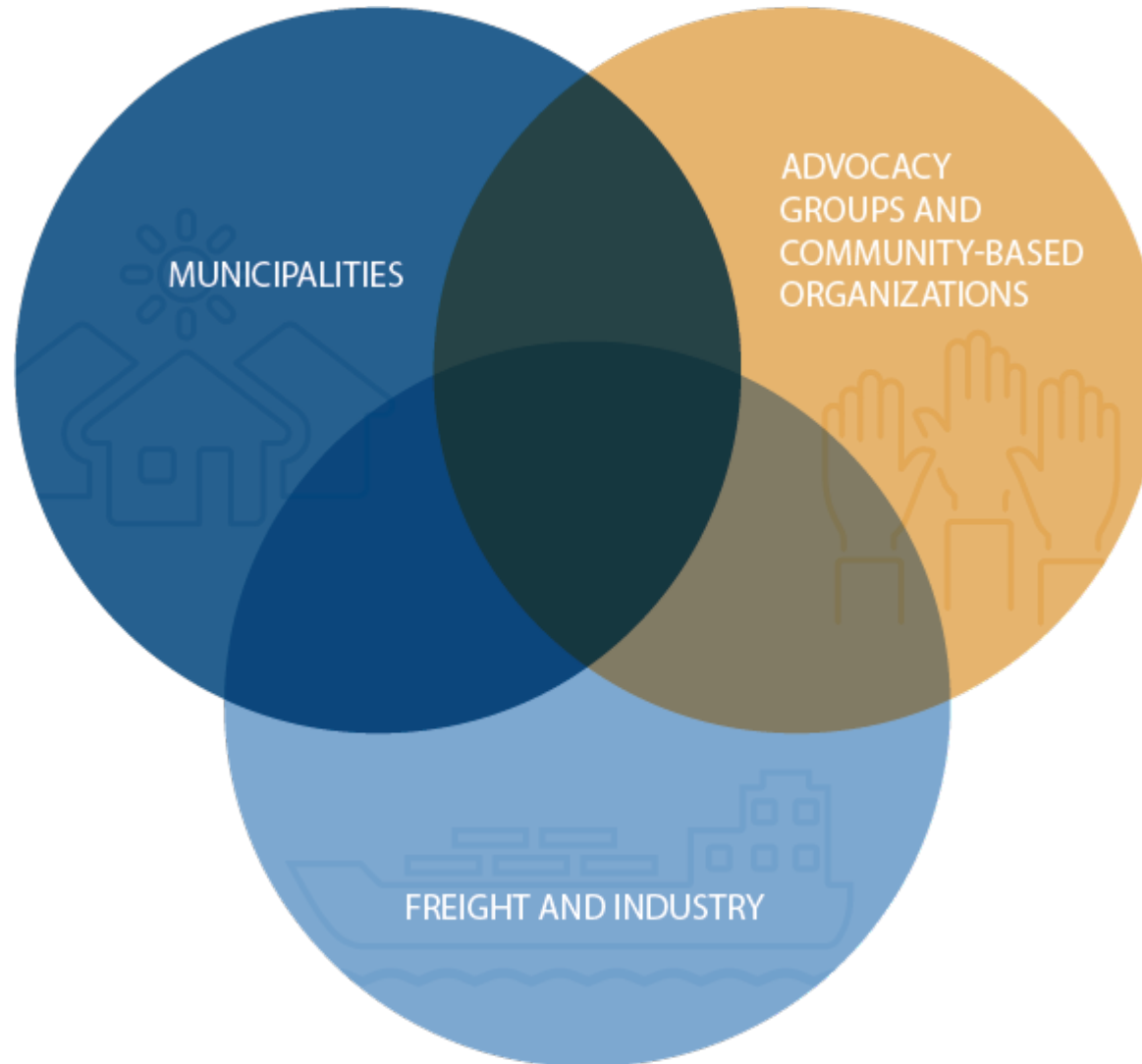
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Stakeholder Engagement



Technical difficulties?

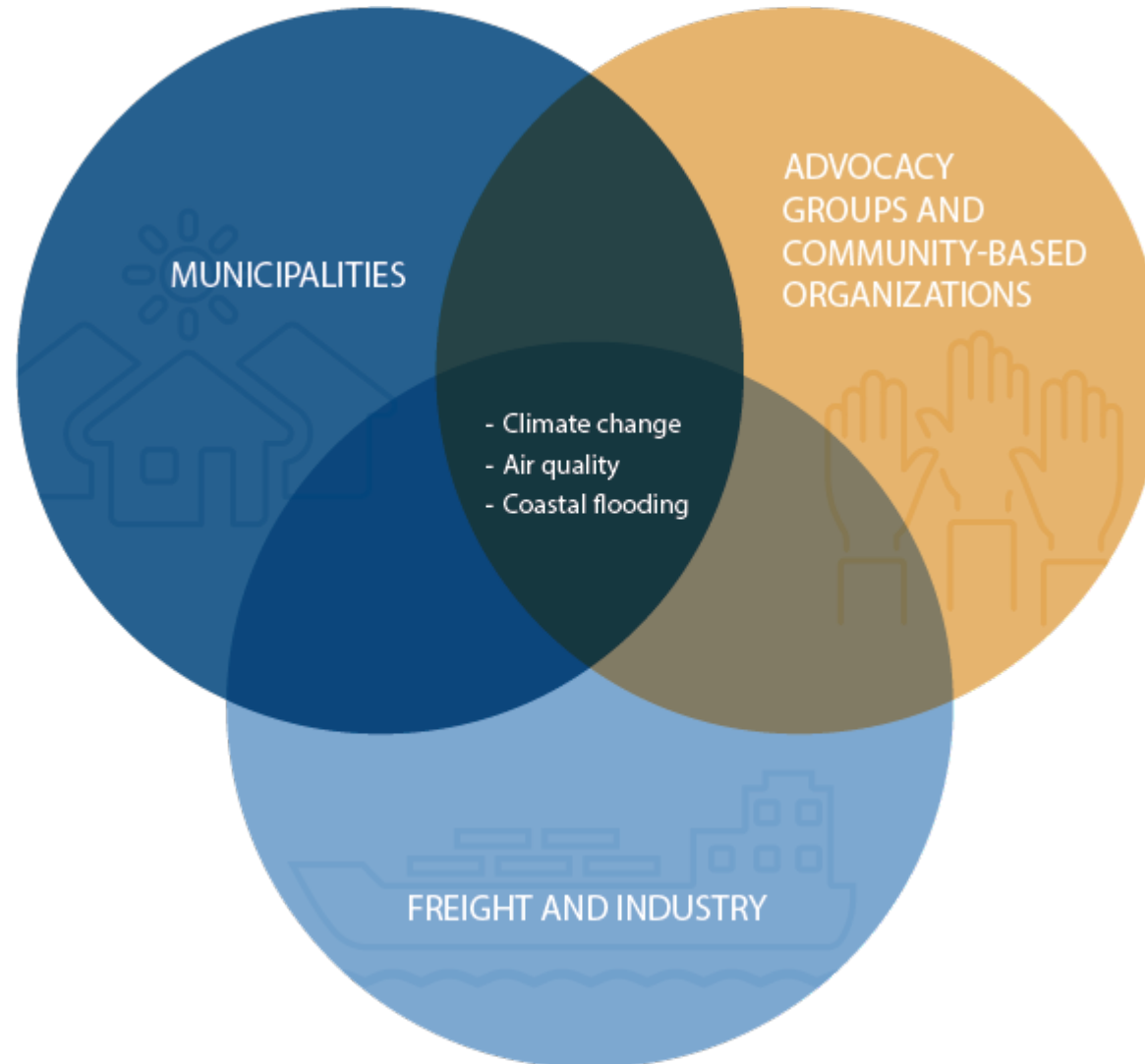
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Stakeholder Engagement



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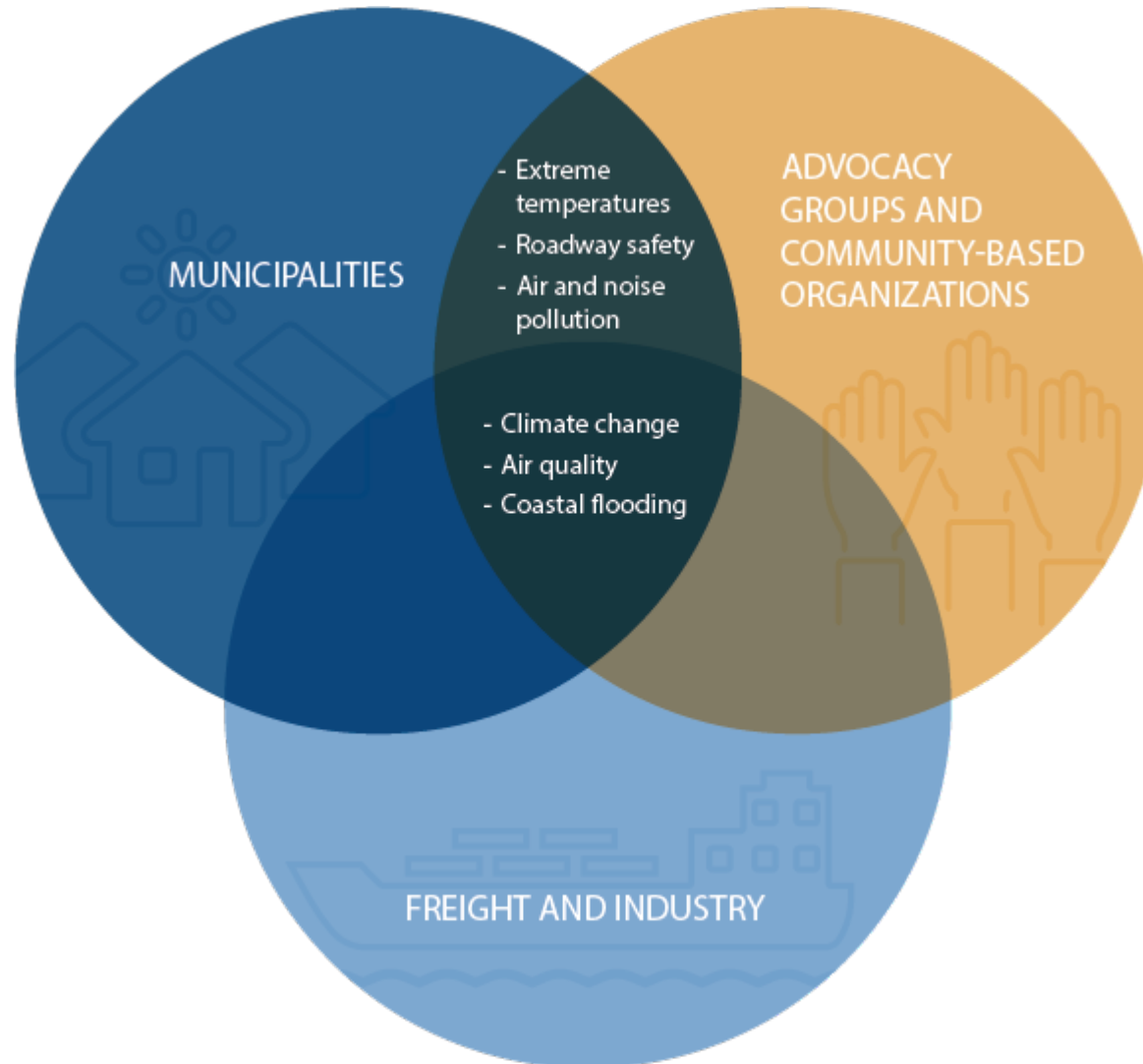
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Stakeholder Engagement



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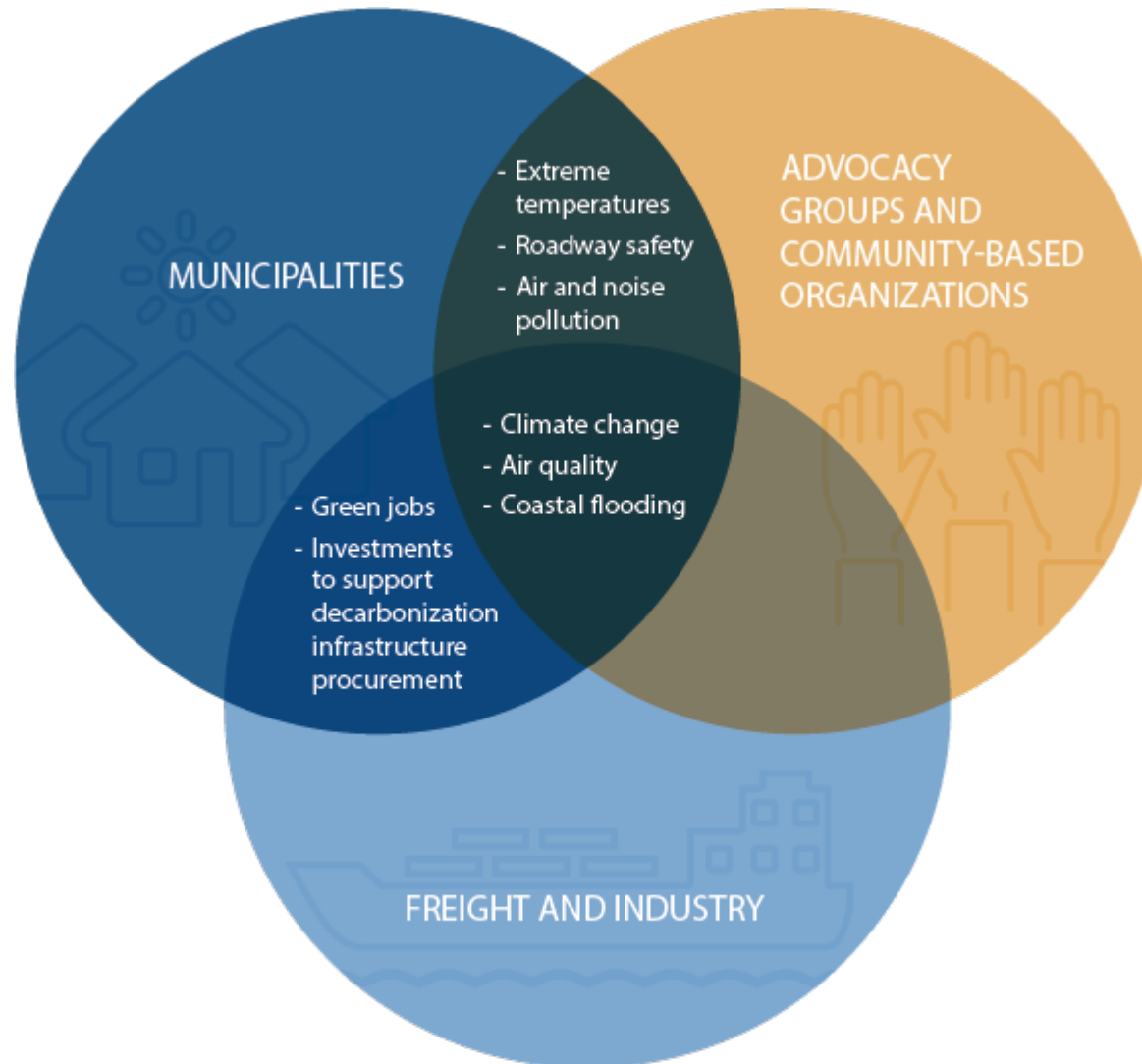
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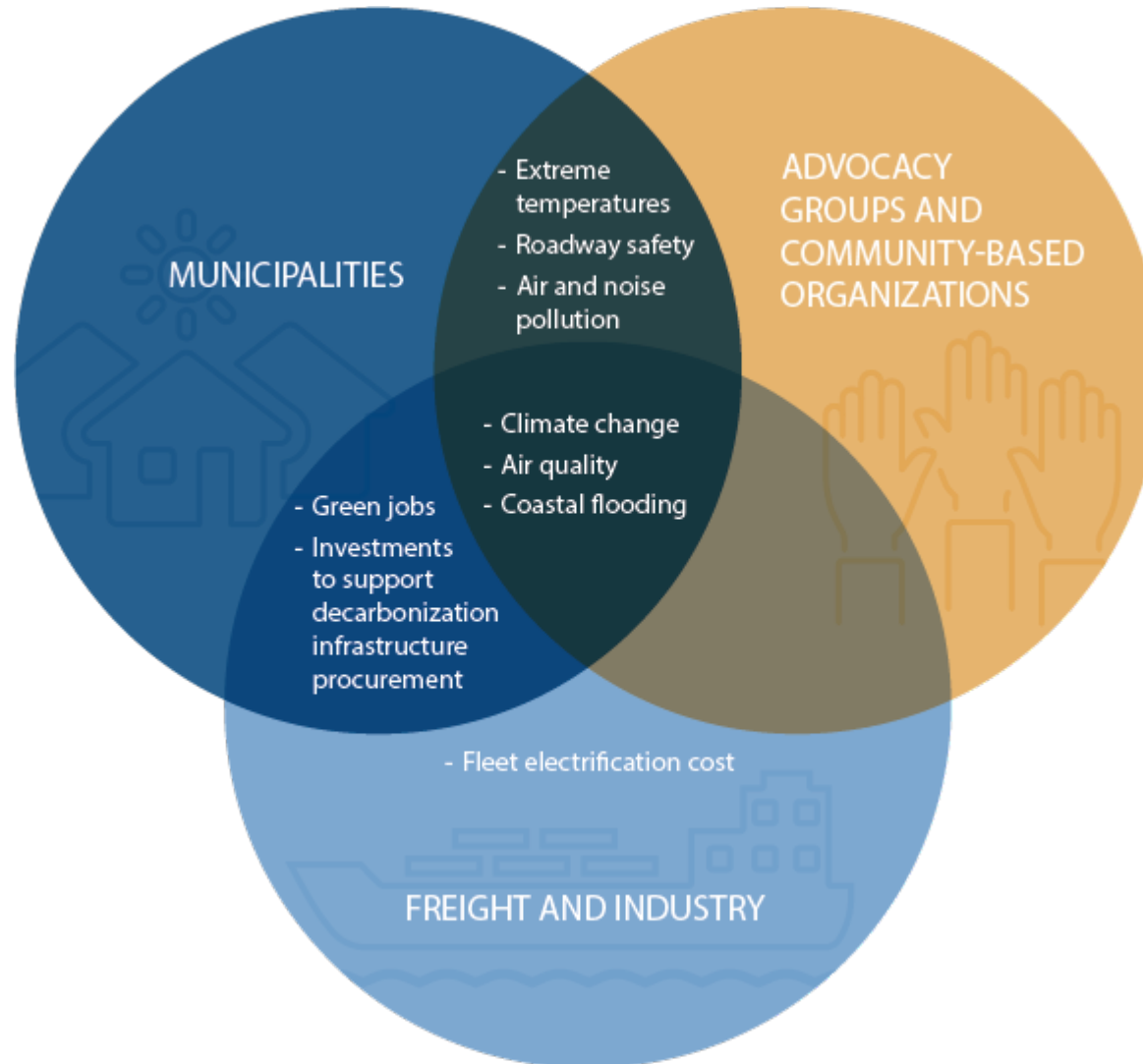
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Current Challenges



Roadway conditions



Noise and air pollution



Coastal flooding

Technical difficulties?

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Current Challenges (1)

Roadway Condition, Congestion, and Safety



**Road deterioration
& wear and tear**



**Limited transit options
leading to bottlenecks**



**Pedestrian and bicycle
crash clusters**

Technical difficulties?

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Current Challenges (2)

Air Quality, Noise Pollution, and Extreme Temperatures



Poor air quality



Noise pollution impacts on residents



Urban heat island effect

Technical difficulties?
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Current Challenges (3)

Coastal Flooding



Climate change



**Impact on
community resources**

Technical difficulties?

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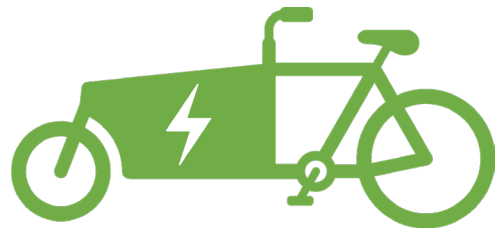
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Decarbonization Strategies



**Electrification and
Alternative Fuels**



Mode Shift



AIR QUALITY

**Air Quality
Reporting**



Coordination

Technical difficulties?

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Decarbonization Strategies (1)

Electrification and Alternative Fuels



Goal for net-zero emissions by 2050



Electrification



Alternative fuel potential

Technical difficulties?

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Decarbonization Strategies (2)

Air Quality Reporting



Identification of point sources
of particulate matter



Understand origins and
destinations of truck traffic

Technical difficulties?
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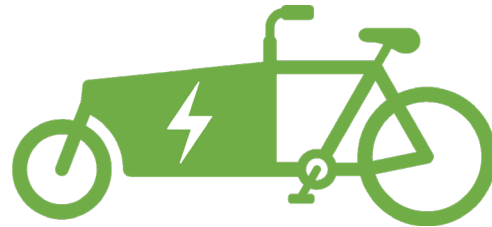


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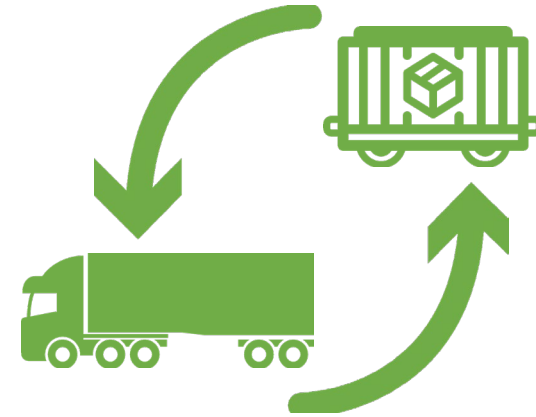
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Decarbonization Strategies (3)

Mode Shift



**Cargo e-bikes
for local freight deliveries**



**Facilitate intermodal
freight connections**

Technical difficulties?

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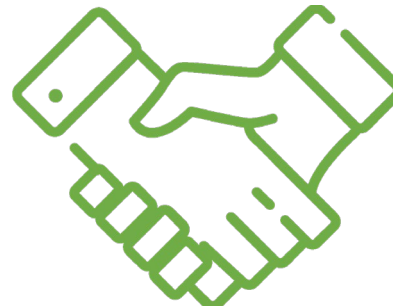


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Decarbonization Strategies (4)

Coordination



**Coordination and collaboration
across levels**



**Impact of land use
and local regulations**

Technical difficulties?

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Next Steps (1)

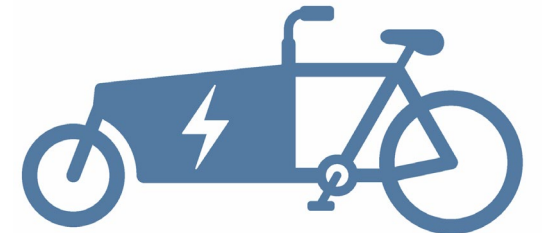
Follow-up Studies



Regional freight patterns and emissions



Potential locations for charging infrastructure



Feasibility of cargo e-bike deliveries

Technical difficulties?

Call Sam Taylor
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Next Steps (2)

Regional Efforts



**Building a coalition
of stakeholders**



**Multimodal
freight system**



**Public engagement
and education**

Technical difficulties?

Call Sam Taylor
at 857.702.3702 or
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Discussion

Erin Maguire

emaguire@ctps.org

Shravanthi Gopalan Narayanan

sgnarayanan@ctps.org



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Beyond Mobility

Derek Krevat, MassDOT staff

Presentation and discussion on the Beyond Mobility, the Massachusetts 2050 Transportation Plan

Technical difficulties?

Call Sam Taylor
at 857.702.3702 or
email staylor@ctps.org

Beyond Mobility

Massachusetts 2050 Statewide Transportation Plan

April 2024



Background

- MassDOT is required by federal law to develop a Statewide Long Range Transportation Plan (SLRTP) on a regular basis.
- The last plan update (***WeMoveMassachusetts***) was in 2014.
- The current plan is called ***Beyond Mobility***, which reflects the plan's aim to think beyond traditional transportation planning paradigms and center people and transportation outcomes at the heart of our strategic planning framework.
- The plan is currently out for public comment until May 5th. The plan and comment form are available at www.mass.gov/beyond-mobility

MassDOT@15 and 2024

Who we are, What we do, How we pay for it

3

Kick off “MassDOT@15”

MassDOT’s 15th anniversary is November 1, 2024. To commemorate this, 2024 will be focused on three Policy and Strategy Efforts titled “MassDOT@15”

1) MassDOT’s Long Range Transportation Plan “Beyond Mobility” (what we do)

This is the federally mandated planning process that will result in a blueprint for the transportation decision-making process and investments in Massachusetts in a way that advances the State’s transportation goals and maximizes the equity and resiliency of the transportation system

2) MassDOT Strategic Business Plan (who we are)

MassDOT has not released a strategic plan reflecting its organizational goals, vision and values since 2013. Many state DOTs update their organization’s strategic plans every 3-5 years. In advance of the 15th anniversary of MassDOT, we will issue a Strategic Business Plan that will align MassDOT’s organizational resources to fulfill our operational goals and meet commitments that we set forth in our STIP, CIP and in plans such as Beyond Mobility

MassDOT@15 and 2024

Who we are, What we do, How we pay for it

4

3) Transportation Funding Task Force (how we pay for it)

As the Healey/Driscoll Administration ends year one having handled several key issues mentioned in the transition report – hiring new MBTA leadership, successful completion of the Administration’s first construction season, and the shutdown of the Sumner Tunnel – now is the time to advance and strategize the funding of the next generation of transportation projects and policies

Link to Other Plans and the MPO 3C Process

- Beyond Mobility sets a framework for strategic planning at the state level but does not exist in a vacuum
- Many of the new programs and initiatives that are being proposed will be implemented in coordination with municipalities and MPOs



Source: <https://safety.fhwa.dot.gov/tsp/fhwasa16116/mod2.cfm>

Beyond Mobility Development

- For the past **18 months**, the Beyond Mobility project team has done **extensive public* and internal outreach, data analyses, and analyses of prior plans** to define a vision for transportation in 2050, the values MassDOT should maintain in this approach, and the key challenges that characterize the Commonwealth's transportation network.
- The project development team worked with **MassDOT and MBTA staff and subject matter experts** to define key action items that are responsive to the key challenges, and are consistent with the vision and values clarified through the outreach and analysis process.

*Inclusive of public surveys with over 3,500 responses as well as focus groups, stakeholder interviews, and workshops with a focus on EJ communities



Public Engagement Summary

- The top response for what makes a “great transportation system” was **car-free connectivity**, followed closely by **the ability to reach destinations more easily**.
- When asked to assign tokens to a variety of alternatives, **bicycle and pedestrian infrastructure** received the most. However, equity groups invested more in **transit** than responses overall.
- Respondents overall placed a high value on **improved bike/ped connections to transit stations**, and non-English responses, people with disabilities, and low-income respondents all placed a relatively high value on **wayfinding** near transit stations.
- When asked to assign value to various different kinds of transit improvements, respondents ranked **more frequent bus and commuter rail service** and more **passenger rail options** the highest

Beyond Mobility Priority Areas



Safety

HIGHLIGHTED PROBLEM: 142 of the top 200 pedestrian crash cluster locations are in Environmental Justice communities.

HIGHLIGHTED ACTION: MassDOT will prioritize current projects and build a bench of future projects to address safety concerns throughout the state and in communities most disproportionately burdened by unsafe conditions. This bench of projects will culminate in a formal Capital Investment Plan (CIP) program dedicated to addressing safety issues for vulnerable road users.



Reliability

HIGHLIGHTED PROBLEM: People traveling in the Commonwealth must be prepared for the possibility of their commute taking up to 8 times longer than free-flowing traffic conditions during the most vital daily travel times.

HIGHLIGHTED ACTIONS:

- MassDOT will continue to coordinate with transit providers, municipalities, and partner agencies during project development to identify and support potential roadway investments that will improve transit reliability. At the MBTA, this work will build upon existing Bus Priority Vision and Toolkit initiative.

- MassDOT will study roadway pricing with a focus on the transit capacity needed for success as well as the implications of roadway pricing on vehicle miles traveled (VMT), while accounting for social and geographic equity.



Supporting Clean Transportation

HIGHLIGHTED PROBLEM: Transportation is the largest contributor of Massachusetts' carbon emissions and transportation-related emissions are disproportionately concentrated in Environmental Justice communities.

HIGHLIGHTED ACTIONS:

- MassDOT and the MBTA will support the electrification of public transit buses to work toward existing state electrification targets.
- Through geospatial analysis, MassDOT will identify locations that contain high concentrations of households with no vehicle access and high demand for transit in order to prioritize investments and service delivery as well as better coordinate transportation with housing production goals.



Destination Connectivity

HIGHLIGHTED PROBLEM: Despite having more areas with high potential for biking, Environmental Justice communities have fewer existing and planned bike facilities per capita than all other communities.

HIGHLIGHTED ACTION: MassDOT will create a new program (either as part of the Capital Investment Plan or as a state-funded grant program) intentionally prioritizing a list of non-vehicular modernization projects. This program could potentially start with projects on state-owned roadways that contain MBTA or RTA stops (including flag stops) or stations, to promote access to transit and ADA accessibility. Environmental Justice communities where there are network gaps referenced in the NextGen Bike/Pedestrian Vision initiative, high potential for everyday walking and bicycling and that contain transit stops, and that receive less investment dollars than other places, will be prioritized as part of this framework.



Resiliency

HIGHLIGHTED PROBLEM: Significant transportation infrastructure in Massachusetts is exposed to natural hazards.

HIGHLIGHTED ACTION: MassDOT will explore the creation of a state-managed discretionary capital improvements program focused on soliciting resiliency projects from communities based upon vulnerability assessments performed as part of planning grants through the Municipal Vulnerability Preparedness (MVP) program.



Travel Experience

HIGHLIGHTED PROBLEM: People with disabilities and those with lower incomes and who do not speak English as a first language report a need for improved wayfinding signage and information to assist travelers far more than other groups.

HIGHLIGHTED ACTION: MassDOT, in coordination with regional planning partners and municipalities, the MBTA, and the RTAs, will develop an inventory of bus stops and transit stations that lack sufficient wayfinding signage and the translation of information into appropriate languages to inform a capital funding program targeting improved wayfinding for critical locations.



Thank You



Appendix

Public Engagement Highlights

11 community activations

soliciting survey responses in historically underrepresented communities:

- Roxbury
- Lynn
- Mattapan
- Lowell
- Lawrence
- New Bedford
- Brockton
- Worcester
- Springfield
- Framingham
- Pittsfield



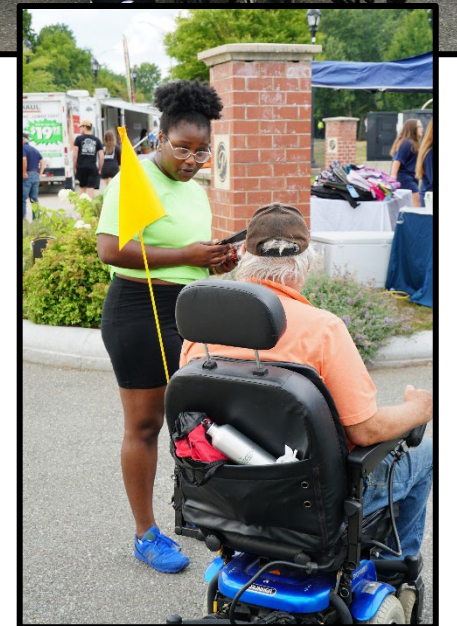
9 meetings-in-a-box

hosted by community groups to provide input into the plan

3,543

responses to surveys made available in **Chinese, French, Haitian Creole, Portuguese, Spanish, Vietnamese, and English**

Other activities have included multilingual focus groups, stakeholder interviews, a virtual public meeting with over 60 participants, and stakeholder presentations



Safety



VISION: By 2050, Massachusetts will have made significant progress toward advancing a future without transportation-related serious injuries and fatalities and will have eliminated the disparity in crash rates between Environmental Justice communities and all other groups. Residents will experience no infrastructure-related safety risks when walking, bicycling, rolling, driving, and riding transit within any community in Massachusetts.



HIGHLIGHTED VALUE: MassDOT is committed to addressing safety risks through a human-centered lens and a Safe System Approach.



HIGHLIGHTED PROBLEM STATEMENT: Environmental Justice communities are disproportionately burdened by transportation-related injuries and deaths, particularly those involving pedestrians and people on bicycles.



HIGHLIGHTED ACTION ITEM: MassDOT will prioritize current projects and build a bench of future projects to address safety concerns throughout the state and in communities most disproportionately burdened by unsafe conditions. This bench of projects will culminate in a formal Capital Investment Plan (CIP) program dedicated to addressing safety issues for vulnerable road users.

Reliability



VISION: By 2050, people traveling by any mode or for any trip purpose in Massachusetts will be able to expect consistent travel times at any time of day.



HIGHLIGHTED VALUE: MassDOT does not believe in roadway expansion as a means to reduce congestion. Additionally, MassDOT is committed to prioritizing reduced car travel and reliance on single-occupancy vehicles as the priority strategy for reducing the recurring congestion that contributes to unreliable travel times.



HIGHLIGHTED PROBLEM STATEMENT: Massachusetts travelers by any mode experience congestion and travel delay, resulting in low confidence about the conditions they will encounter and diminished access to everyday needs.



HIGHLIGHTED ACTION ITEM: MassDOT will work with the MBTA, RTAs, and municipalities to expand access to transit-priority infrastructure that reduces delay due to congestion for the state's transit riders. Additionally, MassDOT will explore the potential to further study the implications of roadway pricing on mode shift, vehicle miles traveled (VMT) reduction, and transit ridership while accounting for social and geographic equity.

Supporting Clean Transportation



VISION: By 2050, MassDOT will have made significant progress in electrifying public transit and investing in other low or no-emission technology, strategically leveraged assets to address critical electric vehicle charging infrastructure gaps, and made investments in infrastructure and initiatives to promote significantly more trips using carbon-free modes such as walking and bicycling.



HIGHLIGHTED VALUE: MassDOT believes that fully achieving decarbonization goals must involve a multi-pronged and systems thinking approach that goes beyond electrification to emphasize the importance of moving more people with fewer vehicles and cross-disciplinary problem solving.



HIGHLIGHTED PROBLEM STATEMENT: Transportation is the largest contributor of Massachusetts' carbon emissions and transportation-related emissions are disproportionately concentrated in Environmental Justice communities.



HIGHLIGHTED ACTION ITEMS:

- Consistent with both MassDOT's Carbon Reduction Strategy and Phase II of the Zero-Emission Bus/Battery Electric Bus Implementation Plan, MassDOT and the MBTA will support the electrification of public transit buses to work toward existing state electrification targets.
- Through geospatial analysis, MassDOT will identify locations that contain high concentrations of households with no vehicle access and high demand for transit in order to prioritize investments and service delivery as well as better coordinate transportation with housing production goals.

Destination Connectivity



VISION: By 2050, due to targeted investments that have expanded access to everyday destinations for transit-critical and traditionally underserved communities statewide, there will be significantly more modal options, more equitable travel times, increased transportation choices, and far fewer first- and last-mile gaps for these communities.



HIGHLIGHTED VALUE: MassDOT believes in the importance of measuring how people, rather than just vehicles, move through the transportation system.



HIGHLIGHTED PROBLEM STATEMENT: The lack of contiguous, safe, high-comfort bike or pedestrian pathways connecting existing bicycle facilities limits the ability of people walking, biking, and using other non-motorized modes, including mobility-assistive devices, to access critical destinations.



HIGHLIGHTED ACTION ITEM: MassDOT will intentionally prioritize a list of non-vehicular modernization projects to initiate, starting with those on state-owned roadways that contain MBTA or RTA stops (including flag stops) or stations, to promote access to transit and ADA accessibility. Environmental Justice communities where there is a high potential for everyday walking and bicycling and contain transit stops will be prioritized as part of this framework.

Resiliency



VISION: By 2050, significant investments to mitigate climate threats have protected transportation assets against natural hazards and climate change impacts.



HIGHLIGHTED VALUE: Acknowledging that a whole-of-government approach is needed to tackle the climate crisis, MassDOT will collaborate on resiliency efforts across the government and ensure resiliency efforts are consistent with other state agencies' efforts.



HIGHLIGHTED PROBLEM STATEMENT: Significant transportation infrastructure in Massachusetts is potentially exposed to natural hazards. For example, approximately 81 MBTA rapid transit stops, 15 commuter rail stops, and 1,249 bus stops would be inundated by 10 feet of sea level rise according to MBTA vulnerability assessment data.



HIGHLIGHTED ACTION ITEM: MassDOT will explore the creation of a state-managed discretionary capital improvements program focused on soliciting resiliency projects from communities based upon vulnerability assessments performed as part of planning grants through the Municipal Vulnerability Preparedness (MVP) program.

Travel Experience



VISION: By 2050, equitable access to a high-quality and well-maintained transportation network will be expanded throughout the Commonwealth, with special attention to Environmental Justice and rural communities. The system's state of good repair will be routinely positive and maintenance backlogs will be minimal. Enhanced wayfinding and information will support systemwide navigation for users of all ages, abilities, and languages. Transit facilities will be safe, clean, and comfortable with modern seating, lighting, and features that improve users' experience.



HIGHLIGHTED VALUE: MassDOT believes that all travelers in the state deserve a transportation system that is easy to understand, ADA accessible, inclusive of signage and wayfinding on transit and roadways, and contains dynamic traveler information services and resources.



HIGHLIGHTED PROBLEM STATEMENT: Transit riders, people with disabilities, and limited English proficient (LEP) community members find it challenging to understand and navigate the transit options available to them.



HIGHLIGHTED ACTION ITEM: MassDOT, in coordination with regional planning partners and municipalities, the MBTA, and the RTAs, will develop an inventory of bus stops and transit stations that lack sufficient wayfinding signage and the translation of information into appropriate languages to inform a capital funding program targeting improved wayfinding for critical locations.



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Members' Items

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

Technical difficulties?

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