

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

**September 16, 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:

- recommend that all proposals submitted to the MPO requesting funding from the federal Job Access and Reverse Commute (JARC) and New Freedom programs be advanced to MassDOT for funding consideration
- approve the minutes of the meetings of August 19 and September 2, 2010

**Meeting Agenda**

**1. Public Comments**

There were none.

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

At the beginning of the meeting, Eric Bourassa, Metropolitan Area Planning Council (MAPC), announced that Jim Gallagher is retiring. E. Bourassa introduced Eric Halvorsen who is taking J. Gallagher's place as a MAPC alternate representative on the Transportation Planning and Programming Committee.. Clinton Bench and all members and staff then voiced appreciation for J. Gallagher's service to the MPO.

C. Bench then reported on several items:

The MassDOT Board of Directors adopted its first Capital Investment Plan (Highway CIP), which represents a large step forward in terms of agency planning and transparency. The document, which defines the needs for the state's highway program, will also be a tool for advocating for future funding. C. Bench invited continued public input regarding the Highway CIP, which will be updated annually.

MassDOT's annual Moving Together conference will be held on October 13. The conference addresses improving bicycle and pedestrian facilities. The event will feature a panel comprised of MassDOT division administrators. C. Bench encouraged people to attend and noted that those interested can register on the Baystate Roads website.

MassDOT is publicizing a Car-Free Day on September 22.

A notice from the Federal Highway Administration (FHWA) was distributed, which addresses the redistribution of \$1.3 billion nationwide of federal fiscal year (FFY) 2010 obligation authority. (See attached.) Massachusetts will receive \$61.57 million of the redistribution. C. Bench explained that \$37 million of that amount was programmed in the Transportation Improvement Programs (TIPs) earlier this year after FHWA provided initial guidance; those dollars were spent on bridge projects and other statewide projects. Massachusetts will now have an additional, unanticipated \$24 million, which will be used to pay down advance construction bridge projects.

The Massachusetts Statewide Rail and Freight Plans will be presented to the MassDOT Board of Directors on October 6. A hearing on the rail plan was held on the evening of September 15. MassDOT continues to accept public comments on these plans.

**3. Subcommittee Chairs' Reports** – *Mary Ellen Sullivan, Manager of the Unified Planning Work Program, MPO Staff*

The final FFY 2011 Unified Planning Work Program has been posted on the MPO's website. Hardcopies are being printed.

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

The Advisory Council met on September 15. WalkBoston and the Livable Streets Alliance gave a presentation on the Longfellow Bridge project planning for bicycle and pedestrian accommodations.

The Advisory Council also held its annual election. L. Wiener was re-elected as chair, and Steve Olanoff was elected as vice-chair.

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

Over the years, Central Transportation Planning Staff (CTPS) has been conducting bicycle and pedestrian counts. Much of that data is now on the MPO's website. Staff distributed two charts that show a comparison of bicycle and pedestrian volumes counted at various Boston locations in 2005 and 2010. (See attached.) The data show that bicycle volumes have increased while pedestrian volumes have decreased. Staff has not yet done an analysis to determine reasons for the pedestrian trends.

A. Soolman stated that it would be helpful if municipalities that have bicycle and pedestrian count data would share their information with the MPO. If interested municipal representatives should contact Cathy Buckley or Sean Pfalzer, MPO staff.

Paul Regan, MBTA Advisory Board, advised staff to ask data contributors to explain their methodology for collecting data.

Laura Wiener, Regional Transportation Advisory Council, noted that another source of bicycle and pedestrian data could be found in the functional design reports of roadway projects.

Jim Gillooly, City of Boston, stated that the city would be interested in working with MPO staff on this topic.

**6. Job Access and Reverse Commute and New Freedom Recommendations – Alicia Wilson, Regional Equity Program Manager, MPO Staff**

At the meeting of September 2, members were provided with a summary of the proposals from organizations requesting funding through the federal Job Access Reverse Commute (JARC) and New Freedom programs. (See attached.) They were also provided access to the full proposals prior to the meeting of September 16.

A. Wilson introduced the discussion by explaining the JARC and New Freedom programs. The JARC program funds services that provide transportation to jobs for people who have low-incomes and for reverse commuters. The New Freedom program supports services for people who have low-incomes, people with disabilities, ??? and the elderly.

MPO staff received 11 proposals from nine organizations. The applications for JARC funding totaled \$969,186 (\$3.04 million is available in the Boston Urbanized Area). The applications for New Freedom funding totaled \$1.89 million (\$2.26 million is available in the Boston UZA). Proposals that are endorsed by the MPO are then forwarded to MassDOT, which selects from all the proposals endorsed by the five MPOs in the Boston UZA. Since these funds will not lapse, proposals that are not funded in this solicitation would have an opportunity for funding in the next solicitation.

A. Wilson summarized the JARC proposals first:

- The Greater Attleboro Taunton Regional Transit Authority (GATRA) is requesting \$205,200 for a shuttle service from the Norfolk commuter rail station to areas of low-income housing and the Department of Corrections facilities in Norfolk.
- The Massachusetts Human Services Transportation Office is requesting \$299,986 (from both the JARC and New Freedom programs) to develop a website with a repository of information about transportation options, and to provide technical assistance and best practices for improving mobility.
- The MetroWest Regional Transit Authority (MWRTA) is requesting \$464,000 to acquire technology that would allow it to modify its services; buses would deviate from fixed-routes to pick-up passengers.

Members then discussed the JARC proposals:

J. Gillooly raised a question about the timeframe for funding the request from the Massachusetts Human Services Transportation Office given that the agency received funding in 2008. A. Wilson explained that applicants may request three years of funding. The current request – for two-year funding – completes the three-year cycle. If an applicant is awarded multi-year funding, it must submit a budget for each subsequent year of funding. Tanja Ryden, Massachusetts Human Services Transportation Office,

added that the 2008 proposal was a precursor to the activities defined in the new proposal.

C. Bench raised concerns that funding a multi-year request would present a liability on the next year's budget. Lynn Ahlgren, MWRTA, stated that multi-year contracts are allowable and can be beneficial for service.

John Romano, MassDOT Highway Division, asked for clarification regarding the total cost of the project. T. Ryden replied that the total program costs approximately \$750,000, but the funding request from JARC and New Freedom totals approximately \$600,000. The \$600,000 would primarily fund staff salaries and web support over a two-year period. A. Wilson also noted that MassDOT has the ability to determine whether funding for this proposal would come from the JARC or New Freedom programs.

E. Bourassa asked about how the GATRA proposal addresses reverse commuting and questioned whether the service would attract ridership. A. Wilson stated that the proposed service would transport people from the commuter rail station to areas in Norfolk and that it would serve low-income residents who do not currently have access to bus or taxi service in their community.

M. Pratt expressed concern about the MWRTA's proposal to apply route-diversion on its fixed-route bus system. Doing so would interrupt direct service and upset the schedules of travelers, she believes. Ginger Esty, Town of Framingham, also encouraged the MWRTA to use established routes. She noted that since the forming of the MWRTA and the end of the transition period, the MBTA's THE RIDE service is no longer serving the MWRTA area. She encouraged the MWRTA to provide the same level of service that the MBTA provided to all people who would be qualified for THE RIDE.

Addressing these concerns, L. Ahlgren noted that some RTAs are employing the route-deviation model in suburban areas. It allows some people with disabilities to use the fixed-route system. There are constraints on how far a bus could deviate from the fixed-route. The MWRTA believes that ridership on its fixed-route service will increase if it can acquire the new technology.

A motion to recommend that the three JARC proposals be advanced to MassDOT for funding consideration was made by J. Romano, and seconded by J. Gillooly. The motion passed unanimously.

A. Wilson then summarized the proposals requesting funding from the New Freedom program:

- Greater Lynn Senior Services (GLSS) is requesting \$176,483 for the third phase of its Reaching Beyond Borders Program for the operation of a call center and to build a group of volunteer drivers. The program serves people who are not covered under other paratransit services.
- The Massachusetts Human Services Transportation Office is requesting \$299,986 (from both the JARC and New Freedom programs) to develop a website with a

- repository of information about transportation options, and to provide technical assistance and best practices for improving mobility management. (Funding was also requested from JARC.)
- The Massachusetts Department of Developmental Services (DDS) is requesting \$77,090 for a voucher and volunteer driver program that would provide transportation service to people with intellectual disabilities.
  - The MWRTA is requesting \$300,000 (over three years) to provide transportation to medical appointments within a 25-mile area of Framingham.
  - The MWRTA is requesting \$450,000 for enhanced client communication technology.
  - The Mission Hill Link is requesting \$99,150 to purchase a new shuttle vehicle, advertise its service, and enhance its service with new technology.
  - The New England Chapter of The Paralyzed Veterans of America is requesting \$35,000 in operating funds for a program that provides transportation to medical appointments and social events for veterans with disabilities.
  - Mystic Valley Elder Services is requesting \$115,474 (third year funding) to support its Call-A-Ride service and to launch a volunteer driver program.
  - SCM Community Transportation is requesting \$335,540 (over two years) to create a mobility management program and to develop a best practices toolkit for mobility management.

Members then discussed the New Freedom proposals:

Paul Regan, MBTA Advisory Board, asked how DDS would spend the funds it is requesting. A. Wilson and Ralph Edwards, DDS, explained that vouchers would be used to reimburse volunteer drivers.

Regarding the MWRTA's medical trips program, P. Regan raised questions about the use of matching funds from MWRTA's budget, and about how the funds would be spent. L. Ahlgren responded that the Federal Transit Administration allows the use of matching funds from a state contract in this case. L. Ahlgren and Daniel Fitch, MWRTA, stated that the funds would be used for a website (which would be a portal for customers to check their account, cancel trips, etc.), a call back service that would alert customers when their ride is arriving, computers in vehicles, scheduling software, and coordination with vendors. P. Regan and G. Esty also asked about the process to determine customer eligibility for the service. L. Ahlgren replied that eligible customers would be ADA certified. C. Bench requested that, for administrative purposes, staff adjust the total project cost (in the project spreadsheet) to reflect the amount of funds requested.

E. Bourassa asked if the Mission Hill Link service would overlap with the MBTA's service. C. Bench stated that the organization receives some operating funds from the MBTA. A. Wilson added that the program would provide service to the New England Baptist Hospital; it is difficult for the elderly and people with disabilities to access that location, which is on a hill.

E. Bourassa asked for more details about the service proposed by DDS. R. Edwards explained that the program would provide drivers for people who are attending DDS events and other meetings at which people with disabilities would have the opportunity to give input on policies and programs that affect their lives. The program would allow the customer to have more flexibility with regard to trip times, than he/she would have if using THE RIDE.

C. Bench asked staff if the services described in the proposals fill any gaps identified in the MPO's Coordinated Human Services Transportation Plan (CHST Plan) and suggested that, if not, the MPO should do more work to develop the CHST in the future. A. Wilson noted that the CHST was updated in June 2010 and that all the proposals respond to types of needs identified in that plan. While some proposals appear similar to existing services, they serve different populations and areas of the MPO. She also noted that the proposed ideas may serve as models for identifying programs that work well. Pam Wolfe, Manager of Certification Activities, MPO staff, added that the JARC and New Freedom solicitation process helps the MPO identify gaps in the system.

M. Pratt pointed out that, for the proposed programs that involve volunteer drivers, those drivers should have adequate insurance. She also noted that the DDS application addresses needs of people with intellectual disabilities, while existing programs focus more on helping people with physical disabilities.

D. Koses noted that some of the proposals could undercut THE RIDE service. P. Regan noted that alternatives to THE RIDE help the MBTA reduce costs since THE RIDE is the most expensive service that the MBTA provides. Reed Cocheran, SCM Community Transportation, remarked that THE RIDE is in an unsustainable position and that the JARC and New Freedom programs provide an opportunity to pilot projects that could present solutions and seed ideas that could benefit the MBTA.

A motion to recommend that all of the New Freedom proposals be advanced to MassDOT for funding consideration was made by J. Gillooly, and seconded by G. Esty. The motion passed unanimously.

**7. Meeting Minutes – Pam Wolfe, Manager of Certification Activities, MPO Staff**

A motion to approve the minutes of the meeting of August 19 was made by M. Pratt, and seconded by J. Romano. The motion passed unanimously.

A motion to approve the minutes of the meeting of September 2 was made by L. Wiener, and seconded by M. Pratt. The motion passed. The Town of Framingham abstained.

**8. Work Program for MBTA Neighborhood Maps and Bus Shelter Maps – Karl Quackenbush, Deputy Technical Director, Central Transportation Planning Staff**  
Members were provided with the draft work program for *MBTA Neighborhood Maps and Bus Shelter Maps*. (See attached.) In 2007, the MPO authorized staff to create 30 neighborhood maps for certain MBTA stations. The maps depict areas near the MBTA stations and include building footprints, points of interest, and nearby transit connections.

The MBTA is now asking that staff update those maps to adhere to newly adopted design and accessibility standards, and to create new maps for ten locations on the Green Line's B, C, and D branches. In addition, staff is being asked to create maps that would be affixed to certain new bus shelters in the system. These would be based on the MBTA system map. Ken Dumas, MPO staff, would create all of the maps.

Members asked questions:

Christine Stickney, Town of Braintree, inquired as to where the existing maps are located. K. Quackenbush replied that the maps are located at light rail and heavy rail stations in the core MBTA communities. C. Bench added that the locations were selected based on ridership at stations and the schedules for station improvements, and that priority was given to stations that are major connection points for bus service.

C. Stickney noted that some communities have been notified that the MBTA is considering discontinuing certain bus routes and she expressed concern that maps could be hung that would direct people to bus service that is no longer operating. She noted that the creation of the maps should be coordinated with the MBTA's plans for changing bus routes. C. Bench noted that the maps would be printed on materials that could easily be changed and updated.

D. Koses stated that the maps should be focused on and located in places where it makes sense for them to be, which is not necessarily at MBTA rail stations. For example, he noted that a map would be more useful at Newton Corner than at the Woodland MBTA station. He further noted that he had raised this same point at a Transportation Planning and Programming Committee meeting last year.

C. Bench requested that the MBTA have a representative at the next meeting who can speak to the policy behind choosing the locations for the maps. J. Gillooly requested that staff provide a list of all stations where the maps will be located.

**9. MBTA Greenbush Before and After Study – Karl Quackenbush, Deputy Technical Director, Central Transportation Planning Staff, and Rob Guptill, Project Manager, MPO Staff**

K. Quackenbush introduced the *Greenbush Commuter Rail Before-and-After Study*. He stated that over the years, the MPO staff have conducted before-and-after studies for several transportation investments, including the Silver Line, other branches of the Old Colony commuter rail line, and the Red Line Extension to Alewife. The Greenbush study is the latest one that staff has conducted at the request of the MBTA. He also noted that these types of studies are important because they help parties to the planning process determine whether hoped-for changes in travel behavior stemming from certain transportation investments actually materialize, and secondarily, they help the MPO staff to sharpen its forecasting methods. There is a certain amount of art involved in conducting before-and-after studies, given the many variables that come into play. Also, the timing of the "after" data collection is important. Waiting too long allows

confounding influences to creep in, but on the other hand, sufficient time needs to pass for travel patterns to settle down in the wake of the new project.

R. Guptill then reported on the study and the findings. The Greenbush commuter rail line reopened in October 2007. To collect “after” data, staff used several data sources: ridership counts taken during November 2009 on the Greenbush line (for inbound train traffic at the AM peak), ridership counts on MBTA buses and the Red Line, vehicle counts and license plate surveys at transit stations, and the MBTA’s 2009 system wide passenger survey (which included a specific question for riders of the Greenbush line that asked them which modes they used prior to the reopening of the Greenbush line).

Other commuter transportation modes in the study area are the MBTA commuter boat, express bus, and highway, local MBTA bus service, private bus services, the Red Line, and park and ride facilities.

Based on the November 2009 ridership counts, approximately 2,000 people per day use the Greenbush line in the AM peak period, which amounts to approximately 400 people per train on average. Each train has a capacity of about 700. Based on data from the system wide passenger survey, about two-thirds of those passengers used a park and ride lot. The license plate survey revealed that about 80% of the passengers are from towns through which the line passes or adjacent towns. This information correlates with data from the system wide passenger survey, which asked respondents to identify their town of origin.

The survey also asked which modes Greenbush riders were using prior to October 2009. Sixteen percent indicated that they used another Old Colony commuter rail line. After the reopening of the Greenbush line, parking utilization declined at other Old Colony stations, though it is unclear if this was due to the reopening of the Greenbush line or a result of the economic recession and/or the MBTA’s parking fee increase. Other findings show that the Greenbush line reopening did not have significant effects on bus, subway, or express bus ridership.

Ridership on the MBTA commuter boat services was affected, however. There are two commuter boat lines in the study area: the F1, which terminates at Quincy, and the F2, which terminates in Hingham. The larger impact was on the F2 line. Forty-seven percent of Greenbush riders reported previously using the commuter boat. The F2 line has lost riders since the reopening of the Greenbush line. Forty-five percent of respondents who now use the Greenbush line reported that they drove alone prior to the reopening of the line. The Greenbush line offered a travel-time savings to those commuters.

Members then discussed the study findings.

C. Bench remarked that it is notable that such a high percentage of Greenbush riders previously commuted on the highway. L. Wiener asked if MassDOT expected that the ridership on the line would be under capacity. C. Bench replied that MassDOT expected that the line would not reach its full potential right away. He noted that other south shore



commuter rail lines are nearing peak capacity and that the Greenbush line could provide relief to the other lines. Several members noted that the low ridership might be due to the state of the economy and because of job losses of the region's residents. P. Regan noted that in the future people who commute by car will likely fill the excess capacity on the line.

Michael Lambert, City of Somerville, noted that data suggests that people want to be near transit. He stated that the MPO and MassDOT need to make sure that people have access to transit, that there is pedestrian access to stations, and strong multi-modal connections to stations. E. Bourassa noted that the MPO has funded a sidewalk project in Scituate through its Clean Air and Mobility Program, which will improve access to the Scituate commuter rail stations. He added that much of transit access is currently done by auto and that the region needs land use that accommodates pedestrian access. He lauded the Town of Braintree for its economic development around transit stations.

Wig Zamore, Somerville Transportation Equity Partnership and Mystic View Task Force, commented that the MBTA garages are not occupied to their capacity and that the state should try to better understand that demand so that transportation investments are not made in the wrong locations. C. Stickney noted that increased parking fees are affecting MBTA garage occupancy and that more people are dropping off riders.

W. Zamore commented that the Greenbush line is expensive to operate with a high cost per rider. C. Bench pointed out that those costs would be high following an initial capital investment in a rail line. He added that MassDOT is responsible for making transportation investments across the state, just as it has made made significant investments in the urban core's bus system. He noted that the economic downturn has taken a huge toll on transit ridership but that over time ridership will build again and parking garages will fill up again. Then more people will have the option to take transit rather than have to drive into the city.

P. Regan pointed out that a longer view is needed when evaluating the Greenbush line, given that it has only been operating for a few years. K. Quackenbush added that the 45% of Greenbush riders who report automobile as their previous mode is relatively high. He noted that this, therefore, is a good performance measure for this line and agreed with others that ridership is expected to increase in the long term.

Steve Olanoff, Regional Transportation Advisory Council, questioned some occupancy figures in the Greenbush study. Staff will check the figures.

#### **10. State Implementation Plan Update – Clinton Bench, MassDOT**

MassDOT's September 2010 status report on the State Implementation Plan (SIP) was distributed. A public meeting on the SIP projects was held on September 9. Another public meeting is scheduled for September 30.

M. Lambert stated that the *Green Line Extension to Somerville and Medford* project will bring huge economic development and quality of life benefits to Cambridge, Somerville,

and Medford. The City of Somerville rejects the idea that interim air quality offset projects will make up for the delays facing the project. The City is requesting that MassDOT meet the project deadline and that the SIP be revised so that the Green Line terminus is at Route 16 and that the *Community Path* project is included. M. Lambert expressed thanks for the work Steve Woelfel, MassDOT, has done with the City.

### **11. Members Items**

Referencing materials on commercial vehicle exclusions (that were provided to members after the last meeting), M. Pratt asked that staff check to see if there are mileage limitations on diversions associated with those rules.

### **12. Adjourn**

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

**Transportation Planning and Programming Committee Meeting Attendance  
Thursday, September 16, 2010, 10:00 AM**

**Member Agencies**

MassDOT  
MassDOT Highway

City of Boston  
City of Newton  
City of Somerville  
MAPC

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  
Jim Gillooly  
David Koses  
Michael Lambert  
Eric Bourassa  
Jim Gallagher  
Eric Halvorsen  
Ron Morgan  
Paul Regan  
Laura Wiener  
Steve Olanoff  
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  
Mary Ellen Sullivan  
Alicia Wilson  
Pam Wolfe

**Other Attendees**

Lynn Ahlgren  
  
Reed Cocheran  
Ralph Edwards  
  
Jacquelyn Dunlop  
Daniel Fitch  
  
Ethel Forse  
Debra Freed  
  
Aniko Laslio  
Eric Moskowitz  
Tom O'Rourke  
  
Karen Pearson  
Vida Poole

MetroWest Regional Transit  
Authority  
SCM Community Transportation  
Massachusetts Department of  
Developmental Services  
Greater Lynn Senior Services  
MetroWest Regional Transit  
Authority  
Greater Lynn Senior Services  
New England Chapter Paralyzed  
Veterans of America  
UMass Medical  
Boston Globe  
Neponset Valley Chamber of  
Commerce  
MassDOT  
Mystic Valley Elder Services

Tanja Ryden	Massachusetts Human Services Transportation Office
Bryan Slack	MassDOT District 3
Jenny Vanasse	Mystic Valley Elder Services
Wig Zamore	Somerville Transportation Equity Partnership / Mystic View Task Force



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# Notice

Subject:  
**FEDERAL-AID HIGHWAY PROGRAM OBLIGATIONS –  
REDISTRIBUTION OF FISCAL YEAR 2010 OBLIGATION LIMITATION**

Classification Code	Date	Office of Primary Interest
N4520.207	September 10, 2010	HCFB-1

## EXPIRATION DATE: OCTOBER 1, 2010

- 1. What is the purpose of this Notice?** This Notice is to advise of the redistribution of Fiscal Year (FY) 2010 obligation limitation to the States pursuant to section 120(c) of the Department of Transportation Appropriations Act, 2010, division A, title I of Public Law 111-117.
- 2. How much obligation authority is available for redistribution?** A total of \$1.3 billion of obligation limitation is available for redistribution for FY 2010.
- 3. How much obligation authority was requested?** The States requested a total of \$6.4 billion in additional formula obligation limitation for FY 2010.
- 4. How is the released obligation limitation redistributed?** The amounts are redistributed in accordance with the requirements of section 120(c) of the Department of Transportation Appropriations Act, 2010, so that priority was given to those States having large unobligated balances of funds apportioned under sections 104 and 144 of title 23, United States Code. The attached table shows the redistribution of unused obligation limitation to the States.
- 5. What action is required?** Division Administrators should ensure that this additional obligation limitation is obligated no later than September 27, 2010.

Victor M. Mendez  
Administrator

Attachment



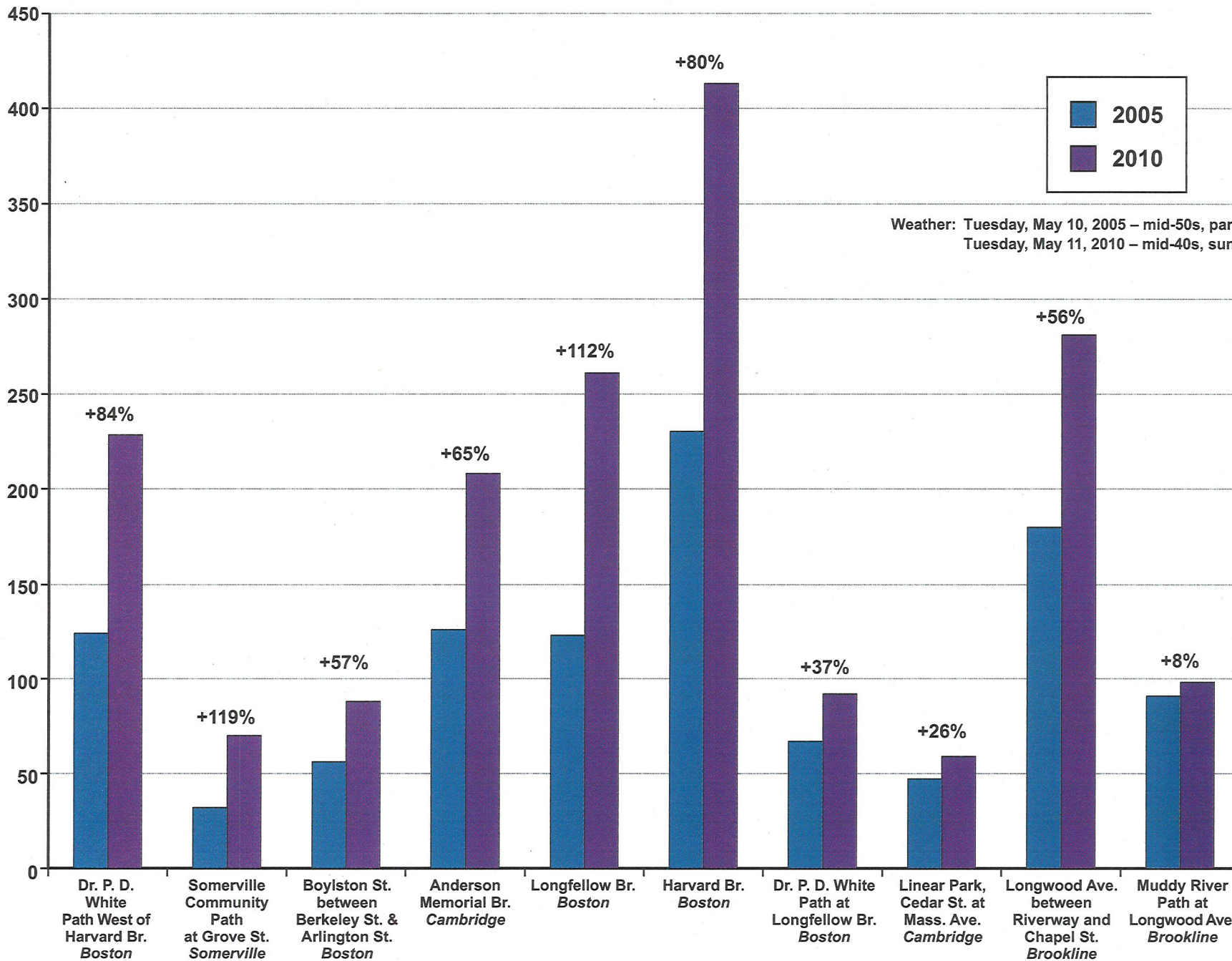
U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

N4520.207 - Attachment

REDISTRIBUTION OF FY 2010 OBLIGATION LIMITATION UNDER  
SECTION 120(c) OF THE DEPARTMENT OF TRANSPORTATION  
APPROPRIATIONS ACT, 2010, DIVISION A, TITLE I OF PUBLIC LAW 111-117

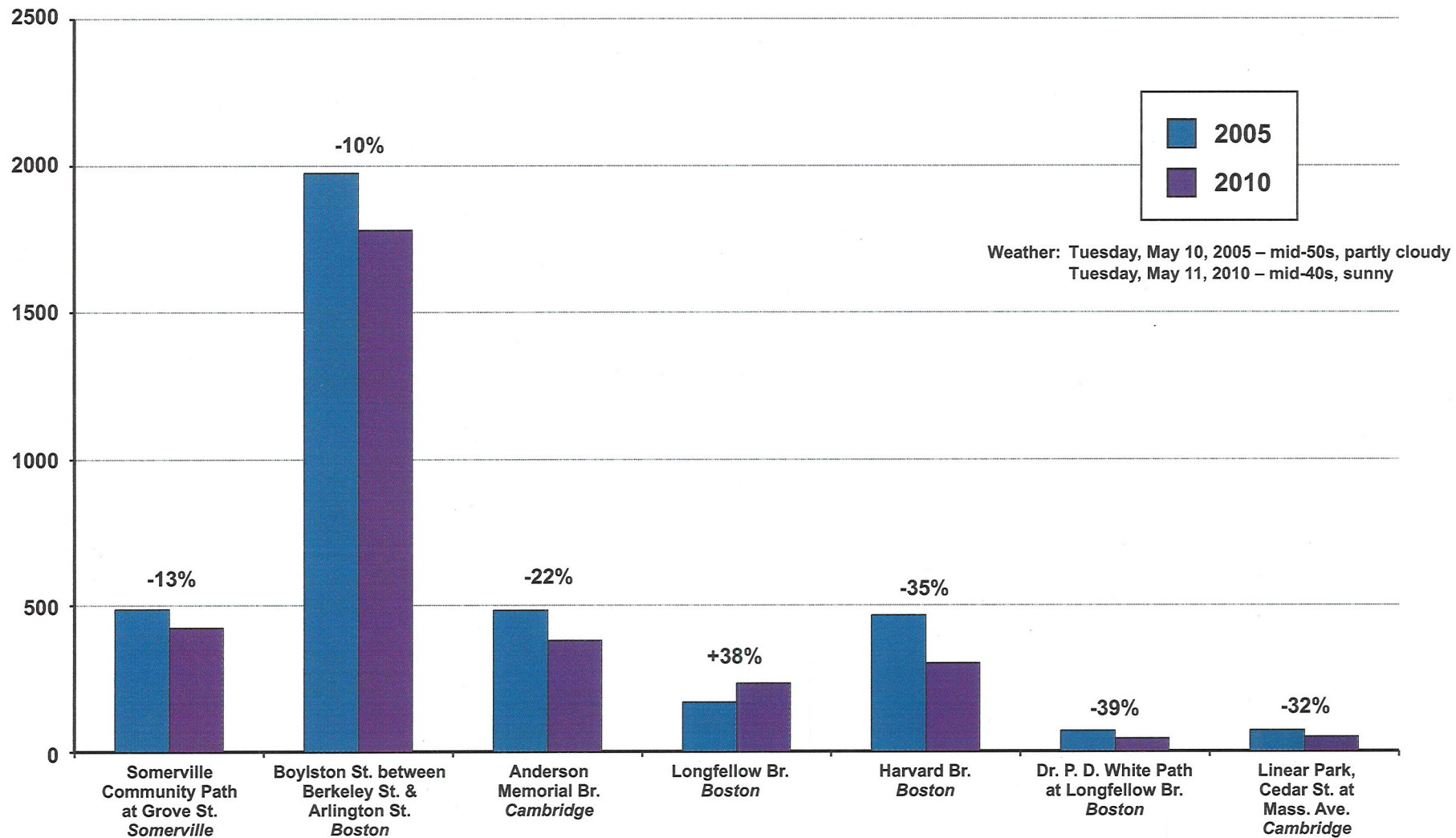
<u>STATE</u>	<u>REDISTRIBUTION PER SECTION 120(c)</u>
ALABAMA	22,319,141
ALASKA	6,054,815
ARIZONA	21,668,822
ARKANSAS	16,950,600
CALIFORNIA	116,090,234
COLORADO	18,000,000
CONNECTICUT	16,813,495
DELAWARE	1,000,000
DIST. OF COL.	8,580,259
FLORIDA	56,068,601
GEORGIA	48,248,978
HAWAII	0
IDAHO	8,684,041
ILLINOIS	43,702,858
INDIANA	31,181,452
IOWA	17,871,173
KANSAS	20,283,457
KENTUCKY	22,426,299
LOUISIANA	22,916,314
MAINE	6,528,227
MARYLAND	23,573,687
MASSACHUSETTS	61,575,560
MICHIGAN	35,602,837
MINNESOTA	23,548,800
MISSISSIPPI	15,346,918
MISSOURI	33,946,069
MONTANA	11,250,408
NEBRASKA	4,000,000
NEVADA	3,140,883
NEW HAMPSHIRE	7,390,343
NEW JERSEY	40,552,212
NEW MEXICO	13,666,836
NEW YORK	61,071,800
NORTH CAROLINA	38,467,702
NORTH DAKOTA	8,895,485
OHIO	51,569,119
OKLAHOMA	21,190,681
OREGON	14,437,255
PENNSYLVANIA	66,539,236
RHODE ISLAND	8,233,193
SOUTH CAROLINA	24,686,902
SOUTH DAKOTA	9,602,193
TENNESSEE	35,496,655
TEXAS	85,977,176
UTAH	12,855,545
VERMONT	7,403,878
VIRGINIA	42,247,116
WASHINGTON	17,424,858
WEST VIRGINIA	14,418,613
WISCONSIN	27,026,838
WYOMING	10,042,128
TOTAL	1,336,569,692

**Bicyclist Volumes at Various Boston Area Locations, 7:00–9:00 AM  
2005 vs. 2010, with Percentage Change  
Two-Way Segment Counts**



Weather: Tuesday, May 10, 2005 – mid-50s, partly cloudy  
Tuesday, May 11, 2010 – mid-40s, sunny

**Pedestrian Volumes at Various Boston Area Locations, 7:00–9:00 AM  
2005 vs. 2010, with Percentage Change  
Two-Way Segment Counts**





**JOB ACCESS AND REVERSE COMMUTE (JARC) PROPOSALS RECEIVED, JULY 2010 SOLICITATION**

Applicant	Project Description	Project Type	Total Funds Requested	Match	Total Cost	People or Trips Served Monthly	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners/ Stakeholders	Implementation	Regional Potential	Comment
<b>Greater Attleboro-Taunton Regional Transit Authority (GATRA)</b>	<b>Norfolk Area Shuttle Service:</b> Provide low-cost transportation to/from the Norfolk MBTA commuter rail station for low-income and disabled residents and for employees of and visitors to Department of Corrections facilities in Norfolk; same-day transportation to frequently visited destinations; low-cost paratransit service for persons with special needs; employment-centric transportation services for no- and low-income workers from Norfolk and those who work in Norfolk.	Operating	\$205,200	\$205,200 (Local assessments and state funds)	\$410,000	1,612	People with disabilities and low-income workers who need transportation to/from the MBTA commuter rail station and to employment and other opportunities in Norfolk and surrounding communities	Norfolk and surrounding communities	Increase service area	With MBTA commuter rail schedules	Town of Norfolk, Mass. Department of Corrections		Yes	
<b>Massachusetts Human Services Transportation Office (Received first-year funding in 2008)</b>	<b>Mobility Management Information Network Pilot:</b> (funding for two years): Build and maintain an online information hub on mobility management and community transportation coordination; create a community transportation outreach and networking component; and initiate planning and technical assistance focusing on transportation barriers and best practices to improve mobility management information sharing and networking.	Capital (Mobility Management)*	\$299,986	\$75,089 (In-kind services)	\$375,075	TBD	The elderly, low-income individuals, and people with disabilities who need support with their mobility, including employment-related transportation	Entire MPO area	Improve communications, travel training, reduce duplication of services through coordination, mobility management	RTA transportation brokers and staff at three state agencies, Community Transportation Teams	MassHealth, Department of Developmental Disabilities, Department of Health, Executive Office of Elder Affairs, Boston Human Service Transportation Area Advisory Council, Work Without Limits	Establish website content framework, load information into site, send out quarterly newsletters, identify policy recommendations, provide training, disseminate findings, assist with best practices integration, evaluate pilot	Yes	Can serve as a resource for other agencies
<b>MetroWest Regional Transit Authority (MWRTA) (Received funding in 2008, 2009, and 2010)</b>	<b>Transit Technology Suite:</b> Acquire technology to make possible: communication with and real-time reaction to customers requesting route deviation to areas close to existing routes; and better connections between routes through synchronized transfers.	Capital	\$464,000	\$116,000 (Toll credits)	\$580,000	35,000	Low-income workers	MWRTA service area	Expand service areas and fill gaps	NA	NA	Hire a part-time technology consultant who will procure and install the components and train personnel to use them	Yes	
<b>Total Requested</b>			<b>\$969,186</b>											
<b>Total Funds Available in UZA**</b>			<b>\$3,047,098</b>											

\*Mobility management is defined by law as an eligible capital expense  
 \*\*Boston urbanized area

**NEW FREEDOM PROPOSALS RECEIVED, JULY 2010 SOLICITATION (page 1 of 3)**

Applicant	Project Description	Project Type	Total Funds Requested	Match	Total Cost	People or Trips Served Monthly	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners/ Stakeholders	Implementation	Regional Potential	Comment
<b>Greater Lynn Senior Services (GLSS) (Received grants in 2009 and 2010 for Phases 1 and 2)</b>	<b>Reaching Beyond Borders: The GLSS Mobility Links Project (Phase 3):</b> Continue operating a now-expanded Travel Counseling Call Center; maintain and enhance an interactive database of transportation resources across the target region; develop a corps of volunteer drivers who can be matched with underused vehicles operated by various agencies to expand transportation options.	Capital and Operating	\$176,483	\$88,694 (In-kind services)	\$265,177	7,500+	Low-income, senior citizens, people with disabilities	<b>Core area:</b> Lynn Lynnfield Nahant Saugus Swampscott <b>Contiguous area:</b> Beverly Danvers Marblehead Melrose North Reading Peabody Reading Salem Wakefield <b>Pilot communities:</b> Melrose Stoneham Wakefield	Increase hours of operation and service coverage, improve communications, travel training and education, mobility management, reduce duplication through coordination, improve the accessibility of existing services	Mystic Valley Elder Services, Aging Services Access Points Councils on Aging	Independent Living Center of the North Shore and Cape Ann, North Shore Career Center, Mystic Valley Elder Services, Office of State Representative Mary Grant, Lynn Council on Aging	Recruit, train, and support volunteer drivers; educate consumers; market the program	Yes	Serves people who are not covered by other programs; coordinates services across borders
<b>Massachusetts Human Services Transportation Office (Received first-year funding in 2008)</b>	<b>Mobility Management Information Network Pilot:</b> (Funding for two years): Build and maintain an online information hub for mobility management and community transportation coordination; conduct community transportation outreach and networking; and provide planning and technical assistance focusing on transportation barriers to improve information sharing and networking.	Capital (Mobility Management)*	\$299,986	\$75,089 (In-kind services)	\$375,075	TBD	The elderly, low-income, and people with disabilities who need support with their mobility, including employment-related transportation.	Entire MPO area	Improve communications, travel training, reduce duplication of services through coordination, mobility management	Regional transit authority transportation brokers, staff at three state agencies, Community Transportation Teams	MassHealth, Department of Developmental Disabilities, Department of Health, Executive Office of Elder Affairs, Boston Human Service Transportation Area Advisory Council, Work Without Limits	Establish website content framework, load information into site, send out quarterly newsletters, identify policy recommendations, provide training, assist with best practices integration, evaluate pilot	Yes	Can serve as a resource for other agencies
<b>Massachusetts Department of Developmental Services (DDS)</b>	<b>DDS Self-Advocate New Freedom Transportation Project:</b> A voucher and volunteer-driver program to provide affordable, timely, reliable, safe, and supportive transportation to individuals with intellectual disabilities.	Operating	\$77,090	\$77,090 (In-kind services)	\$150,090	200	Low-income individuals with intellectual disabilities	Metropolitan Boston	Create a voucher program	Several human services providers	Massachusetts Advocates Standing Strong (MASS), Massachusetts Human Services Transportation Office, Bay Cove Human Services, Inc.	Over a 10-month period: hire staff, explore voucher and volunteer driver models and recruit drivers, develop outreach and marketing material and reach out to riders	Yes	Provides safe and efficient transportation for people for whom using public transportation is difficult and challenging. Allows the consumer to choose a driver.

\*Mobility management is defined by law as an eligible capital expense

**NEW FREEDOM PROPOSALS RECEIVED, JULY 2010 SOLICITATION (page 2 of 3)**

Applicant	Project Description	Project Type	Total Funds Requested	Match	Total Cost	People or Trips Served Monthly	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners/ Stakeholders	Implementation	Regional Potential	Comment
<b>MetroWest Regional Transit Authority (MWRTA)</b>	<b>Expanded Medical Trips</b> (funding for three years): Provide a shared, one-seat ride for medical trips in the MWRTA service area to locations within a 25-mile radius of the Framingham hub, including Boston, Worcester-area hospitals and rehabilitation centers, as well as to the Veterans Administration Health Care Services in Jamaica Plain and West Roxbury.	Operating	\$300,000	\$300,000 (Existing service expenditure)	\$600,000	128	Low-income, senior citizens, and people with disabilities	Framingham Ashland Holliston Natick Wayland Hopkinton Weston Sudbury Sherborn Marlborough Southborough Boston Worcester	Expand service area	NA	NA	Service would be bid competitively or an existing contract would be expanded	Yes	Provides service scheduled to meet the individual rider's needs, between 7:00 AM and 5:00 PM.
<b>MetroWest Regional Transit Authority (MWRTA)</b>	<b>Enhanced Client Communication Technology:</b> Create an enhanced website interface that will allow customers to access their account information and to request and cancel trips when the call center is closed and to receive a confirmation email when a trip is scheduled; install an automated call function that allows the driver to notify the customer five minutes before pickup.	Capital	\$450,000	\$112,500 (Toll credits)	\$562,500	8,240	ADA-eligible individuals	Framingham Ashland Holliston Natick Wayland Hopkinton Weston Sudbury Sherborn Marlborough Southborough	Improve technology and communication	NA	NA	Develop, test, and release the website over an 18-month period	Yes	Gives customers 24/7 access to scheduling and account information
<b>Mission Hill Link</b>	<b>Mission Hill Link Shuttle Enhancement:</b> Purchase a vehicle to supplement service; advertise and brand service; enhance service through web-based vehicle tracking, telephone access and kiosks; add stop at a senior housing complex; purchase an automated fare-collection system. Market the service to New England Baptist patients and employees.	Capital	\$99,150	\$24,878 (From New England Baptist Hospital)	\$124,388	1,800-1,950	Low-income, people with disabilities, seniors	Mission Hill, Boston	Increase service coverage, improve communications	New England Baptist Hospital	NE Baptist Hospital, Mission Hill Neighborhood Housing Services, State Representative Jeffrey Sanchez, Boston City Council President Michael Ross		Yes	
<b>New England Chapter Paralyzed Veterans of America (Received funding to buy the vehicle in 2008)</b>	<b>NEPVA Transportation Program:</b> Provide transportation to medical appointments and social events for disabled veterans.	Operating	\$35,000	\$35,000 (In-kind services)	\$70,000	100	Veterans with disabilities	Boston metro area	Increase service coverage	NA	NA		Yes	

**NEW FREEDOM PROPOSALS RECEIVED, JULY 2010 SOLICITATION (page 3 of 3)**

Applicant	Project Description	Project Type	Total Funds Requested	Match	Total Cost	People or Trips Served Monthly	Target Population	Service Area	Need/Strategy Identified in CHST Plan	Coordination	Partners/ Stake-holders	Implementation	Regional Potential	Comment
<b>Mystic Valley Elder Services (Received first- and second-year funding in 2008 and 2009)</b>	<b>Mystic Valley Connect-A-Ride Alliance (year three):</b> Provide new and expanded demand-response transportation for older adults and adults with disabilities. Support the "Call-A-Ride" Counseling. Complete development of and launch <i>TRIP Greater North Shore</i> , to reimburse volunteers to drive individuals who cannot access available transportation and can no longer drive (24 hours a day, seven days a week) to the rider's chosen destination in the Melrose, Wakefield, and Stoneham service area.	Capital (Mobility Management) <sup>8</sup>	\$115,474	\$41,950 (MVES funds)	\$157,424	105 people, 400 additional trips	Low-income, people with disabilities, seniors	Everett Malden Medford Melrose North Reading Stoneham Wakefield	Increase service hours and coverage, improve communication, travel training, mobility management	Four Councils on Aging, GLSS	Everett COA, Malden COA, Medford COA, Melrose COA, Reading COA, North Reading COA, Stoneham COA, Wakefield COA, GLSS, Independent Living Center of the North Shore and Cape Ann, Independent Living Partnership	Continue helping to implement the Call-A-Ride Mobility Management program. Launch <i>TRIP Greater North Shore</i> to reimburse volunteer drivers	Yes	Coordinates services across service areas. Will allow 24/7 access to transportation.
<b>SCM Community Transportation (Received funding in 2008)</b>	<b>Cambridge in Motion (funding for two years):</b> Create a mobility management program to expand and reinforce the one-stop communication center, work to build a broader regional consensus among municipal agencies and transportation service providers, and determine if project findings are applicable in a broader regional setting. Create a travel-training program and develop a mobility management toolkit that can be used by other communities.	Capital (Mobility Management)	\$335,540	\$67,090 (In-kind from SCM)	\$402,540		Low-income and disabled	Cambridge	Mobility management	Aims to expand the existing coalition to include private services, university transportation services, and TMAs operating within the study area	City of Cambridge, Cambridge Commission for Persons with Disabilities, Cambridge Council on Aging, Cambridge Health Alliance, MBTA Department of System-Wide Accessibility	Build alliances around mobility management during the first year. During second year, conduct outreach, develop materials, provide training, develop toolkit, and expand service area.	Yes	Other communities can use the model.
<b>Total Requested</b>			<b>\$1,888,722</b>											
<b>Total Funds Available in UZA**</b>			<b>\$2,264,720</b>											

\*Mobility management is defined by law as an eligible capital expense

\*\*Boston Urbanized Area



# 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** October 7, 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 Neighborhood Maps and Bus Shelter  
Maps

### 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 Neighborhood Maps, Spider Maps and Bus Shelter Maps in the form of this memorandum dated October 7, 2010.

### PROJECT IDENTIFICATION

**Unified Planning Work Program Classification**  
Technical Support/Operations Analysis Projects

**CTPS Project Number**  
14314

**Client**  
Massachusetts Bay Transportation Authority  
*Project Supervisor:* Erik Scheier

**CTPS Project Supervisors**  
*Manager:* Jane Gillis  
*Principal:* Kenneth Dumas

**Funding**  
Amendment to existing MBTA Contract

## IMPACT ON MPO WORK

The MPO staff has sufficient resources to complete this work in a capable and timely manner. By undertaking this work, the MPO staff will neither delay the completion of nor reduce the quality of programmed MPO work.

## BACKGROUND

In 2007 the MBTA requested that CTPS create neighborhood maps for most of its stations. These neighborhood maps display a half-mile radius from a MBTA station complete with street names, buildings, points-of-interest as well as connecting MBTA bus routes. CTPS has completed that task, and now the MBTA needs updates for 30 existing neighborhood maps and an additional 10 new neighborhood maps to complete its inventory. The updates to the original 30 maps are necessary so that they will comply with newly adopted design and accessibility standards. The MBTA also needs new maps for its bus shelters, which are manufactured and maintained by the companies CEMUSA and JCDecaux.

## OBJECTIVE(S)

Create 10 new neighborhood maps, update the existing 30 neighborhood maps and create new maps for the MBTA's CEMUSA and JCDecaux bus shelters.

## WORK DESCRIPTION

Create the 10 new maps one at a time in an order determined by the MBTA. The stations are, BU East, BU West, BU Central, Boston College, Newton Highlands, Newton Center, Brookline Village, Brookline Hills, Waban, and Woodland. Update the 30 existing neighborhood maps based on new MBTA design and accessibility standards. Create new "community specific" MBTA system maps for the bus shelters, which are manufactured and maintained by the companies CEMUSA and JCDecaux.

### **Task 1 Create 10 First-Draft Maps**

Using the latest mapping software and data, CTPS will create each neighborhood map showing streets, street names, building footprints, points of interest and MBTA bus routes. Each map will have a "You Are Here" designation at the station location as well as a quarter-mile-radius ring depicting the distance of a 5-10-minute walk from the station.

### **Task 2 Update Existing Neighborhood Maps**

With new MBTA design and accessibility standards supplied by the MBTA, CTPS will update each existing neighborhood map showing streets, street names, building footprints, points of interest and MBTA bus routes.

**Task 3 Create New CEMUSA and JCDecaux Bus Shelter Maps**

Using the existing MBTA System Map as a base, CTPS will create a new large scale master base map that will be customized for communities containing bus shelters manufactured and maintained by the companies CEMUSA and JCDecaux.

**Task 4 Correct Proofed Maps and Deliver Final Files**

Once each draft map is complete the MBTA will proof it; CTPS will make any desired changes to each map. Then the final computer files will be made available to the MBTA print shop for the production of the final maps to be installed at each station.

**ESTIMATED SCHEDULE**

It is estimated that this project would be completed 36 weeks after the notice to proceed is received. An estimated schedule is presented in Exhibit 1.

**ESTIMATED COST**

The total cost of this project is estimated to be \$40,464. This includes the cost of 18 person-weeks of staff time and overhead at the rate of 90.69 percent. A detailed breakdown of estimated costs is presented in Exhibit 2.

AJS/KAD/kad

Exhibit 1

ESTIMATED SCHEDULE

MBTA Neighborhood Maps and Bus Shelter Maps

Task	Month												
	1	2	3	4	5	6	7	8	9	10	11	12	
1. Create 10 First-Draft Maps	█												
2. Update Existing Neighborhood Maps					█								
3. Create New Bus Shelter Maps						█							
4. Correct Proofed Maps, Deliver Files									█				

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Exhibit 2

ESTIMATED COST

MBTA Neighborhood Maps and Bus Shelter Maps

<b>Direct Salary and Overhead</b>	<b>\$40,423</b>
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Task	Person-Weeks			Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-4	Total			
1. Create 10 First-Draft Maps		8.0	8.0	\$9,431	\$8,553	\$17,984
2. Update Existing Neighborhood Maps		2.0	2.0	\$2,358	\$2,138	\$4,496
3. Create New Bus Shelter Maps		6.0	6.0	\$7,073	\$6,415	\$13,488
4. Correct Proofed Maps, Deliver Files	0.1	1.9	2.0	\$2,337	\$2,119	\$4,455
Total	0.1	17.9	18.0	\$21,198	\$19,225	\$40,423

<b>Other Direct Costs</b>	<b>\$0</b>
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<b>TOTAL COST</b>	<b>\$40,423</b>
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