

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

**July 7, 2011 Meeting**

10:00 AM – 12:45 PM, State Transportation Building, Conference Rooms 2 & 3, 10 Park Plaza, Boston

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

**Decisions**

The Transportation Planning and Programming Committee agreed to the following:

- adopt the Version 2 of the MPO's Memorandum of Understanding (MOU), with additional revisions approved at the meeting
- accept a proposal put forth by the Metropolitan Area Planning Council (MAPC) and the MBTA Advisory Board for transition to a new MPO membership structure (defined in the MOU)
- approve the work programs for the *Milford/Hopedale Commuter Rail Extension Feasibility Study* and *Low-Cost Improvements to Bottleneck Locations Study*

**Meeting Agenda**

C. Bench chaired the meeting through the first five agenda items then D. Mohler chaired the remainder of the meeting.

**1. Public Comments**

Elin Reisner, Somerville Transportation Equity Partnership (STEP), expressed concern about the proposed changes to the MPO's Memorandum of Understanding, noting that the changes would result in the Inner Core communities and environmental justice communities being under-represented on the MPO. STEP recommends that the MPO have three seats for the City of Boston, four for the rest of the Inner Core, and one for each of the subregions. (STEP has submitted a comment letter in this regard.)

Mary Pratt, Town of Hopkinton, stated that MPO members should represent the entire MPO region. If the MPO does institute changes that would allow there to be elected representatives from each subregion, then the MPO should record the votes of individual members, she said.

Later in the meeting, Wig Zamore, STEP/Mystic View Task Force, added to Ms. Reisner's comments. He also expressed concern that the proposed changes to the MPO structure would reduce the representation of Inner Core communities, which have a higher percentage of minority and immigrant residents than other subregions. He noted that STEP's concerns are relevant under Title VI of the Civil Rights Act.

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

There was none.

**3. Subcommittee Chairs' Reports** – *Pam Wolfe, Manager of Certification Activities, MPO Staff*

Staff will be posting the draft FFY 2012 Unified Planning Work Program (UPWP) for public review this weekend. Staff is also planning to hold an MPO Open House and workshops to discuss the three certification documents that will be released for public review this summer: The UPWP, the draft FFYs 2012-15 Transportation Improvement Program (TIP), and the Long-Range Transportation Plan (LRTP).

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

The Advisory Council met on June 30 and its LRTP Subcommittee prepared comments regarding the LRTP for the MPO. The Advisory Council is concerned that the *Community Path* project is not included in the LRTP. The group supports bicycle paths and believes that paths should be prioritized based on those most likely to be used by commuters and to take cars off the road. They also support including Illustrative Projects in the LRTP as those projects present a vision for the region.

**5. Director's Report** – *Karl Quackenbush, Acting Director, Central Transportation Planning Staff (CTPS)*

K. Quackenbush reported that the MPO's website has a new section on the topic of Livability. This was created by CTPS and MAPC in collaboration, and involved Sean Pfalzer and Michael Callahan, MPO Staff, and Eric Bourassa, MAPC. Members are invited to send staff feedback about the new webpage.

C. Bench added that the state is starting a smart transportation initiative, which involves a pilot study on transportation demand management as it relates to the development of land along state highways.

**6. MPO Memorandum of Understanding** – *D. Mohler, MassDOT, David Mohler, MassDOT, and Pam Wolfe, Manager of Certification Activities, MPO Staff*

C. Bench introduced the topic of revisions to the MPO's Memorandum of Understanding (MOU) and P. Wolfe summarized the proposed changes to the document and described the outreach that staff conducted to invite public comment.

After the announcement of a formal public review period for the MOU, staff held public workshops in Boston, Braintree, and Waltham. At the workshops, attendees asked questions about the proposal to change the MOU. One attendee stated that implementing agencies should not be voting members of the MPO. Others expressed concern about the possible diminished representation of Inner Core communities resulting from the changes.

Staff also received written comments, which were provided to the members. (See the attached summary of comments.) P. Wolfe summarized the themes of those comments.

The primary concern voiced had to do with the under-representation of the Inner Core communities; commenters pointed to the Inner Core's high population and employment, large environmental justice population, and the amount of transportation infrastructure in the area as reasons to increase the Inner Core's representation. Another theme focused on the idea that subregional representation would not promote regionalism on the MPO. Others expressed support for the expansion to subregional members, and support for holding MPO meetings around the region.

Other materials that were distributed to members for their discussion include: the MOU document with red-lines showing changes to the text; a map of the subregions of the MPO area; public comments and a matrix summarizing those comments; and an e-mail from MAPC suggesting text changes for the MOU. (See attached.)

A motion to adopt the revised MOU as presented was made by John Westerling, Town of Hopkinton, and seconded by Christine Stickney, Town of Braintree.

A motion to amend the previous motion and revise the MOU to add another Inner Core representative (so that there are two Inner Core representatives) and remove one at-large seat (while designating that the three remaining at-large seats would be filled by one city, one town, and one that may be either a city or a town) was made by L. Wiener, and seconded by Jim Gillooly, City of Boston.

During a discussion of the amended motion, L. Wiener advocated for her motion by noting that the Inner Core communities would be under-represented if the MOU passes as is, given that the Inner Core contains a large percentage of the region's population and built infrastructure, and that the changes would result in the Inner Core having only 21% of the voting power in the MPO.

Other members also voiced support for the amended motion. J. Gillooly added that it is a fair and modest request that will give more equitable representation (from a demographic point of view) to the Inner Core. David Koses, City of Newton, also voiced concern about under-representation of the Inner Core and about having subregional representatives.

Marc Draisen, MAPC, drew attention to letters that the MPO has received from Inner Core mayors and city and town managers, Congressman Michael Capuano, and members of the General Court, expressing concern about the proposed changes to the MOU. He added that the Inner Core (excluding Boston) contains 32% of the region's population and the majority of the region's transportation infrastructure, while other subregions have less than nine percent of the region's population. He expressed support for allowing the Inner Core to have two permanent seats (as the City of Boston, with 20% of the region's population, will have under the proposed new rules).

Tom Bent, City of Somerville, also voiced support for the amended motion and agreement with the members who spoke previously. He also read from the letter submitted by Congressman Capuano, in which the Congressman noted that 1.6 million people reside in the Inner Core (according to the 2010 census), more than in the other

seven subregions combined. The Congressman stated that as the MPO allocates taxpayer dollars, it is unjust to give the Inner Core residents one vote while the residents of the other subregions get seven votes.

Paul Regan, MBTA Advisory Board, also voiced support for the amended motion citing the almost unanimous reaction from the Inner Core communities that found fault with the proposed changes to the MOU.

Two members expressed opposition to the amended motion. J. Westerling and Dennis Giombetti, Town of Framingham, noted that the MPO can revisit the MOU on an annual basis and make changes next year if the Inner Core is not adequately represented. D. Giombetti also noted that historically the MPO has made decisions from a regional perspective, and that the MPO can maintain its regional perspective with the proposed changes.

J. Gillooly argued that, much like representation in Congress, the representation of the MPO should reflect the demographics of the region.

Members then voted on the motion to revise the MOU to add another Inner Core representative (so there are two Inner Core representatives) and remove one at-large seat (while designating that the three remaining at-large seats would be filled by one city, one town, and one that may be either a city or a town). The motion did not carry. Seven members voted against the motion: MassDOT Chair; MassDOT Highway Division; MassDOT; Massachusetts Port Authority; MBTA; Town of Hopkinton; and Town of Framingham. Seven voted for it: City of Boston; City of Newton; City of Somerville; MBTA Advisory Board; MAPC; Town of Braintree; and Regional Transportation Advisory Council.

A motion to amend the original motion and revise the MOU to require that all of the at-large seats must be filled by representatives from municipalities within the Route 128 corridor was made by P. Regan, and seconded by L. Weiner.

During a discussion of the motion, P. Regan explained his reasoning for this motion noting that the municipalities within the Route 128 corridor are the economic engine of the region, and that representatives from those municipalities could bring a new perspective to the MPO by serving as spokespersons for business interests in the region. He said this change would be fair from a demographic, environmental justice, and infrastructure perspective. He noted that all the subregions except SWAP have municipalities within this Route 128.

Members then voted on the motion to revise the MOU to require that all of the at-large seats must be filled by representatives from municipalities within the Route 128 corridor. The motion did not carry. Eight members voted against the motion: MassDOT, Chair; MassDOT Highway Division; MassDOT; Massachusetts Port Authority; MBTA; MAPC; Town of Hopkinton; and Town of Framingham. Six voted for it: City of Boston; City of

Newton; City of Somerville; Town of Braintree; MBTA Advisory Board; and Regional Transportation Advisory Council.

In response to a question from L. Wiener, D. Mohler explained MassDOT's reason for voting against the amendments. He remarked on the need to get to closure on the MOU issues, and pointed out that the new proposed structure would guarantee an increase in seats to three seats for Inner Core municipalities (as opposed to one under the existing structure). MassDOT believes the proposed new structure strikes the proper balance between subregional representation and regional representation. He noted that the MPO will have the opportunity to revisit the MOU next year.

MAPC had presented the MPO with a list of suggested changes to the text of the MOU. (See attached e-mail from E. Bourassa to P. Wolfe.) M. Draisen explained the changes.

A motion to accept proposed text changes to the MOU as recommended by MAPC was made by M. Draisen, and seconded by P. Regan. The motion carried by unanimous vote.

A motion to add language in Section 3A of the MOU (in two places) to state that the MPO will consider demographics in its decision-making was made by J. Gillooly, and seconded by David Anderson, MassDOT Highway. The motion carried by unanimous vote.

A motion to make the approved changes to the MOU effective as of November 1, 2011 was made by D. Mohler, and seconded by T. Bent. The motion carried by unanimous vote.

A motion to have the MPO begin its annual review of the MOU each year in April was made by M. Draisen, and seconded by T. Bent. The motion carried by unanimous vote.

A motion to have staff update text in the MOU to be consistent with the changes voted in today, to update terms in the document to be consistent with the new transportation statute, and to add text regarding the LRPT, was made by M. Draisen and seconded by T. Bent. The motion carried by unanimous vote.

Steve Olanoff, Regional Transportation Advisory Council, raised a question about whether all MPO members must sign the MOU for it to be effective. M. Draisen recommended that it be required that two-thirds of the members sign for the MOU to be effective. Members who choose not to sign, may still serve on the MPO. S. Olanoff also recommended that text be added saying that all municipal members represent all the 101 municipalities in the region.

A motion to strike a paragraph from the MOU that discusses municipal signatories was made by D. Mohler, and seconded by D. Giombetti. The motion carried by unanimous vote.

In discussion of this motion D. Mohler stated that the vote of the MPO gives effect to the revised MOU, not the signing of the document.

E. Bourassa recommended changing language in the MOU to state that “municipal representatives shall be elected by their chief elected official” rather than by “chief elected officials.” He explained that this change to the singular tense would resolve the need for municipalities to get approval from all their chief elected officials or boards of selectmen. M. Draisen added that some municipalities have had questions regarding whether they can run, and who from the municipality would serve if elected. D. Mohler clarified that it is the chief elected official who is the representative of the municipality and that he or she then makes the decision about who should serve. Municipalities can make their own decisions regarding those matters, but once elected the MPO will recognize either the municipality’s chief elected official or a person designated by that official.

A motion to adopt the revised MOU incorporating the changes approved at the meeting, was made by J. Westerling, and seconded by C. Stickney. The motion carried. Eleven members voted for the motion: MassDOT; MassDOT Highway Division (2 votes); Massachusetts Port Authority; MBTA; MAPC; Town of Hopkinton; Town of Framingham; Town of Braintree; MBTA Advisory Board; and Regional Transportation Advisory Council. Three voted against it: City of Boston; City of Newton; and City of Somerville.

Members then discussed the new MPO election process. Members were provided with a memorandum from E. Bourassa and P. Regan outlining their proposal for transitioning to the new MPO membership structure in the fall. (See attached.)

E. Bourassa described the proposal noting that in the October MPO election the open seats would be for two at-large cities, two at-large towns, and the following subregions: North Shore Task Force, North Suburban Planning Council, South West Advisory Planning Committee, and Three Rivers Interlocal Council. (See attached subregion map.) Four seats would be open each year with members serving three-year terms. (A schedule through 2019 is provided in the memorandum.) Due to the fact that there are existing members who will be serving out their terms, the complete transition to the new election procedures would take until 2016. In this proposal, six municipalities would serve four four-year terms.

S. Olanoff proposed an alternative that would allow for a shorter transition period. He recommended having shorter terms for newly elected members early on. Several members expressed that it would be better to have some members temporarily serving extended terms rather than institute shorter terms given the time it takes for new members to become familiar with the MPO processes, and because it may be difficult to find people who would want to run for a one-year term.

A motion to accept the proposal put forth by MAPC and the MBTA Advisory Council for transition to the new MPO membership structure was made by J. Westerling, and seconded by D. Giombetti. The motion carried by unanimous vote.

**7. Work Programs – Karl Quackenbush, Acting Director, Central Transportation Planning Staff (CTPS)**

Members were presented with the work programs for the *Milford/Hopedale Commuter Rail Extension Feasibility Study* and *Low-Cost Improvements to Bottleneck Locations* at the meeting of June 30. (See attached.) Members had no further questions about the work programs and proceeded to vote.

A motion to approve the work program for the *Milford/Hopedale Commuter Rail Extension Feasibility Study* was made by T. Bent, and seconded by J. Gillooly. The motion carried by unanimous vote.

A motion to approve the work program for the *Low-Cost Improvements to Bottleneck Locations* was made by T. Bent, and seconded by E. Bourassa. The motion carried by unanimous vote.

**8. Long-Range Transportation Plan – Pam Wolfe, Manager of Certification Activities, MPO Staff**

Members were provided with draft Chapters 1, 3, and 5 of the LRTP.

***Chapter 1: Introduction and Plan Development Process***

P. Wolfe noted changes made to Chapter 1 since the members first reviewed the document at the meeting of June 30.

Members then heard comments from members of the public.

Jim Gallagher commented that the LRTP is a public document and as such it should be written for the public. He stated that the document too long, too technical, and too jargon filled for the public to understand. He suggested putting much of the material in the LRTP in an appendix. He noted the importance of getting public support for transportation funding and of the need for having a readable LRTP. P. Wolfe reported that staff is preparing an executive summary of the LRTP.

Robert McGaw made a suggestion to include information in the LRTP regarding plans for high-speed rail. He remarked on the proposed high-speed rail route from Hartford to Boston and suggested adding text to the LRTP about that route, which would pass through the MPO area.

***Chapter 3: A Summary of the Region's Transportation Needs***

P. Wolfe summarized the contents of Chapter 3, which includes the following: a description of the Needs Assessment; a summary of the region's transportation needs; details about the region's transportation corridors; information about data resources used for the Needs Assessment; the needs for improving the region's highway, transit, freight,

pedestrian, and bicycle infrastructure; the needs identified for environmental justice communities; and a summary of large developments proposed for the Boston region. (See attached summary sheet.)

J. Westerling pointed out a typographical error on page 3-12.

### ***Chapter 5: Livability and the Environment***

P. Wolfe summarized the contents of Chapter 5, which includes a discussion of the MPO's vision for three topics, climate change, environment, and livability. The section on climate change includes information on impacts from greenhouse gas emissions and describes the MPO's actions to achieve its climate change vision. The section on environment also describes the MPO's actions to achieve its vision, and shows the locations of LRTP projects in relation to environmental resources (such as Areas of Critical Environmental Concern, flood zones, wetlands, etc.) The section on livability identifies challenges and gaps in livability in the region and the potential to improve livability. (See attached summary sheet.)

In response to a question from P. Regan, P. Wolfe and K. Quackenbush confirmed that air quality impacts of LRTP projects are being evaluated on a regionwide basis, not based on impacts from the individual projects.

D. Koses noted that the map in Figure 5-16 provides good information and suggested that staff add city and town boundaries to the map so that the public can get a better sense of which cities and towns have good transit coverage.

R. McGaw noted that there are no maps of freight rail routes and little data on shipping and airport usage in the LRTP.

J. Gallagher noted that the chapters have a lot of background information but not enough information on projects to implement the MPO's visions.

In response to these comments, P. Wolfe noted that information regarding the topics just raised is addressed in other chapters of the LRTP.

### **9. Members Items**

There were none.

### **10. Adjourn**

A motion to adjourn and to convene the MPO meeting was made by T. Bent, and seconded by P. Regan. The motion carried.



**Transportation Planning and Programming Committee Meeting Attendance**  
**Thursday, July 7, 2011, 10:00 AM**

**Member Agencies**

MassDOT  
  
MassDOT Highway  
  
City of Boston  
  
City of Newton  
City of Somerville  
Federal Highway  
Administration  
MAPC  
  
Massachusetts Port  
Authority  
MBTA Advisory Board  
Regional Transportation  
Advisory Council  
Town of Braintree  
Town of Framingham  
Town of Hopkinton

**Representatives and Alternates**

Clinton Bench  
David Mohler  
David Anderson  
John Romano  
Jim Gillooly  
Tom Kadzis  
David Koses  
Tom Bent  
Michael Chong  
  
Marc Draisen  
Eric Bourassa  
Paul Christner  
  
Paul Regan  
Laura Wiener  
Steve Olanoff  
Christine Stickney  
Dennis Giombetti  
Mary Pratt  
John Westerling

**MPO Staff/CTPS**

Michael Callahan  
Maureen Kelly  
Hayes Morrison  
Sean Pfalzer  
Karl Quackenbush  
Pam Wolfe

**Other Attendees**

Jim Gallagher  
Michael Lambert  
Robert McGaw  
Joe Onorato  
Tom O'Rourke  
  
Mary Anne Padien  
  
Karen Pearson  
  
Chris Reilly  
Elin Reisner  
  
Sheri Warrington  
Wig Zamore

City of Somerville  
Town of Belmont  
MassDOT District 4  
Neponset Valley Chamber of  
Commerce  
Office of State Senator Karen  
Spilka  
MassDOT Office of  
Transportation Planning  
Town of Lincoln  
Somerville Transportation Equity  
Partnership  
Office of State Senator McGee  
Somerville Transportation Equity  
Partnership / Mystic View Task  
Force

**MEMORANDUM OF UNDERSTANDING RELATING TO  
THE COMPREHENSIVE, CONTINUING AND  
COOPERATIVE  
TRANSPORTATION PLANNING PROCESS IN THE  
BOSTON METROPOLITAN AREA**

**By and Among**

**Massachusetts Department of Transportation  
Massachusetts Bay Transportation Authority  
Advisory Board to the MBTA  
Massachusetts Port Authority  
Metropolitan Area Planning Council  
City of Boston  
City of Newton  
City of Somerville  
Town of Bedford  
Town of Braintree  
Town of Framingham  
Town of Hopkinton**

**Public Review Draft**

**June 2<sup>nd</sup> April 14, 2011**

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# MEMORANDUM OF UNDERSTANDING RELATING TO THE COMPREHENSIVE, CONTINUING AND COOPERATIVE TRANSPORTATION PLANNING PROCESS IN THE BOSTON METROPOLITAN AREA

## 1. INTRODUCTION

WHEREAS, the Massachusetts Department of Transportation (MassDOT), formerly the Executive Office of Transportation and Construction, has the statutory responsibility, under Chapter 25 of the Acts of 2009, An Act Modernizing the Transportation Systems of the Commonwealth, to conduct comprehensive planning for and to coordinate the activities and programs of the state transportation agencies and, under Chapter 161A of the General Laws, to prepare the capital investment program and plans of the MBTA in conjunction with other transportation plans and programs; and its Highway Division, formerly the Massachusetts Highway Department, has the statutory responsibility under this Chapter for the construction, maintenance and operation of state roads and bridges, and also has the responsibility under this Chapter for the ownership, administration, control, operation, and responsibility for maintenance, repair, reconstruction, improvement, rehabilitation, finance, refinancing, use, and policing of the Massachusetts Turnpike and the Metropolitan Highway System in the vicinity of Boston and the surrounding metropolitan area; and

WHEREAS, the Massachusetts Bay Transportation Authority (“MBTA”) under the provisions of Chapter 161A of the General Laws, has the statutory responsibility to design and construct transit development projects, to determine the character and extent of services and facilities to be furnished, as well as to operate the public transportation system for the area constituting the MBTA; and

WHEREAS, the Advisory Board to the MBTA (“Advisory Board”) established under Chapter 161A of the General Laws is composed of the chief elected official, or designee, from each of the 175 cities and towns within the MBTA district, and is the body authorized by statute to review and advise the MBTA on its annual operating budget and the Program for Mass Transit; and

WHEREAS, the Metropolitan Area Planning Council (“MAPC”) is composed of the chief executive or designee of each of the 101 cities and towns in the Boston Metropolitan Area Planning District (“Region”), and has the statutory responsibility, under Chapter 40B of the General Laws, for comprehensive regional planning in the Region, and is the Boston Metropolitan Clearinghouse under section 204 of the Demonstration Cities and Metropolitan Development Act of 1966, Title IV of the Intergovernmental Cooperation Act of 1968, and Title I of the National Environmental Policy Act of 1969 and is the designated Economic Development District under the provisions of Title IV of the Public Works and Economic Development Act of 1965; and

*Boston Region MPO Memorandum of Understanding*

WHEREAS, the Massachusetts Port Authority (“Massport”) has the statutory responsibility, under St. 1956, c. 465 (Appendix to Chapter 91 of the General Laws), to plan, construct, own, and operate transportation and related facilities (including Logan Airport, Hanscom Field, Black Falcon Cruise Terminal, and the Conley Terminal), as may be necessary for the development and improvement of commerce in Boston and the surrounding metropolitan area; and

WHEREAS, the municipalities in the Region, including the City of Boston, ~~is~~ the central city in the Region, and all other municipal governments, ~~have~~ has a unique and an essential role in transportation planning and programming decisions; and

~~WHEREAS, general purpose local governments throughout the Region have an important role in transportation planning and programming decisions; and~~

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (“ISTEA”); the Transportation Equity Act for the 21<sup>st</sup> Century (“TEA-21”); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and Federal Highway Administration (“FHWA”) / Federal Transit Administration (“FTA”) joint planning regulations (23 CFR Part 450 and 49 CFR Part 613) require metropolitan areas to have a comprehensive, continuing, and cooperative transportation planning process (“3-C”) that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods;

WHEREAS, the Objectives of the 3-C Process are:

- a comprehensive, continuing, and cooperative transportation planning process resulting in plans, programs and operations consistent with the planning objectives of the metropolitan area.
- comprehensive, including the effective integration of the various stages and levels of transportation planning and programming for the entire Region and examining all modes so as to assure a balanced planning effort. There is a simultaneous analysis of various related non-transportation elements, such as land use, economic development, and demographics, to assure consistency within a total planning process.
- continuing, affirming the necessity to plan for the short and long range needs of the regional transportation system, emphasizing the iterative character of the progression from systems planning to project planning, programming, operations and implementation. Frequent updating and re-evaluation of data and plans is necessary.
- cooperative, requiring effective coordination among public officials at all levels of government, and inviting the wide participation of all parties, public or private, at all stages of the transportation planning process. A key objective of the

*Boston Region MPO Memorandum of Understanding*

process is to resolve issues and controversies by providing a forum for negotiation and consensus building. At the same time, the process is not intended to operate, and cannot operate, to dilute the ultimate authority or responsibility of those state, regional, or local public officials who, pursuant to statute or under contract, review and/or implement transportation plans, programs, and projects.

- intermodal and is intended to help provide the Boston region with the ability to maintain, manage and operate a multimodal transportation system that provides a high level of mobility and safety for people and freight, consistent with fiscal and environmental resources;

WHEREAS, in response to the FHWA/FTA Transportation Planning Certification Review Final Report of April 2004; and

WHEREAS, the Signatories recognize that transportation planning and programming must be conducted as an integral part of and consistent with the comprehensive planning and development process, and that the process must involve the fullest possible participation by state agencies, regional entities, local governments, private institutions and other appropriate groups;

NOW, THEREFORE, the Signatories hereto jointly agree as follows:

## **2. COMPOSITION AND ROLES OF THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION (MPO)**

The Boston Region MPO consists of the following entities:

- Massachusetts Department of Transportation, with three representatives appointed by the Secretary, at least one of which is from its Highway Division
- Massachusetts Bay Transportation Authority
- Advisory Board to the MBTA
- Massachusetts Port Authority
- Metropolitan Area Planning Council
- City of Boston, ~~with two representatives and~~
- ~~Twelve~~Six other municipalities elected from the Boston Region: four at-large (two cities and two towns) and eight (no city or town designation) from, respectively, each of the eight Metropolitan Area Planning Council subregional groups, and
- The Regional Transportation Advisory Council

In addition, the ~~Regional Transportation Advisory Council (Advisory Council)~~, the Federal Highway Administration and the Federal Transit Administration are ex-officio, non-voting members.

*Boston Region MPO Memorandum of Understanding*

The municipalities shall be ~~elected and~~ represented by their chief elected officials or their designees. The elected municipalities shall be elected to three-year terms by the 101 municipalities of the Boston Region. Permanent member entities of the MPO are not eligible to run for an elected membership.

**A. Officers**

The Chair of the Boston Region MPO shall be the Secretary of MassDOT or the Secretary's designee. The Vice Chair shall be a municipal representative or an official of one of the two regional agencies and shall be elected to a one-year term by the MPO members by majority vote. This election shall take place at the first meeting after the election of Boston Region MPO elected municipal representatives.

The Chair or his/her official designee shall: set agenda; call meetings; preside at meetings; and disseminate timely information to members. The Vice Chair or his/her official designee shall preside at meetings in the absence of the Chair or his/her official designee.

**B. Records**

The Central Transportation Planning Staff (CTPS) shall be the official custodian of the Boston Region MPO records. These records will be prepared and maintained by the CTPS, and shall be accessible in a central location.

**~~C. Transportation Planning and Programming Committee (Planning and Programming Committee)~~**

~~The Planning and Programming Committee is a standing committee of the Boston Region MPO, composed of all members, or their designees, and the Advisory Council. The Planning and Programming Committee shall support the Boston Region MPO in a number of ways including, but not limited to the following: supervise preparation and acceptance of documents, reports, and technical studies; recommend and support public outreach process; review and approve work scopes and reports; review and approve administrative, budgetary, personnel and fiscal matters and supervise preparation of certification documents and recommend these documents and other actions to the Boston Region MPO for final approval.~~

**~~1. Planning and Programming Committee Officers and Responsibilities~~**

*Boston Region MPO Memorandum of Understanding*

~~The Chair shall be appointed by the Secretary of MassDOT. The Vice Chair shall be a municipal representative or an official of one of the two regional agencies and shall be elected to a one-year term.~~

~~The Chair or his/her official designee shall: set agenda; call meetings; preside at meetings; and disseminate timely information to members. The Vice Chair or his/her official designee shall preside at meetings in the absence of the Chair or his/her official designee.~~

~~**2. Election of Vice Chair**~~

~~Members shall elect a Vice Chair by majority vote. The Vice Chair shall be elected at the first meeting after the election of Boston Region MPO municipal representatives.~~

**D.C. Municipal Membership**

The City of Boston is a permanent member. The process for nominating and electing the ~~six~~<sup>twelve</sup> other municipal members shall be approved by the Boston Region MPO to fulfill the objective of having a diverse membership. The municipal nomination and election process shall be administered by MAPC working jointly with the Advisory Board to the MBTA.

Election procedures should allow all municipalities an opportunity to be elected to the Boston Region MPO. Any changes to the election procedures shall be presented to the Boston Region MPO for approval.

**E.D. The Regional Transportation Advisory Council (Advisory Council)**

To accomplish the objectives of the 3-C process, the Boston Region MPO has established a special advisory committee, known as the Advisory Council. The Boston Region MPO shall support the Advisory Council by providing financial and staff support through the Boston Region MPO staff. The members of the Boston Region MPO shall support the Advisory Council individually by rendering institutional support and also by attending the Advisory Council meetings, as practical.

In setting policy and work priorities for said staff, the Boston Region MPO shall be advised by the Advisory Council and, subject to overall work priorities, shall provide information and analysis to the Advisory Council to assist the Advisory Council in advising on issues arising out of the 3-C process.

The principal mission of the Advisory Council is to foster broad and robust participation in the transportation planning process by bringing together concerned citizens and groups, business leaders, representatives of cities and towns, and state agencies.



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The Advisory Council will best serve the Boston Region MPO and the public by acting as a primary mechanism for public input to the transportation planning process. To accomplish the Advisory Council mission, the Boston Region MPO acknowledges that:

- the Advisory Council is defined as a principal public outreach and education arm of the Boston Region MPO;
- The Chair of the Advisory Council will also chair any Public Participation Committee of the Boston Region MPO; and
- The Advisory Council shall assist with the implementation of the public participation plan in cooperation with the agencies and staffs as designated in the Unified Planning Work Program (UPWP).

Boston Region MPO staff will provide ongoing support to the -Advisory Council Chair to:

- Implement the Public Participation Plan and
- Further educate members of the public regarding activities of the Boston Region MPO and critical transportation issues generally.

~~It is expected that the Advisory Council will participate in all Boston Region MPO meetings. The Advisory Council Chair or his/her designee shall have the opportunity to be represented on all committees appointed by the Boston Region MPO and shall have full voting rights on these committees.~~

Any additional specific revised functions, duties, and membership of the Advisory Council, proposed by the Boston Region MPO, shall be determined in cooperation with the Advisory Council.

**F.E. Voting Rules**

Votes of the Boston Region MPO ~~and the Planning and Programming Committee, including those~~ on all certification documents and ~~consideration of~~ amendments to the ~~scis~~ documents shall be a two-thirds majority vote of those present and voting, provided that a quorum, one of the state agencies controlled by the Governor and one of the municipalities shall be included in the two-thirds vote and a quorum of at least twelve member representatives, is three state agencies, four municipalities, and one regional agency is present. Other votes will be by majority, and require a quorum.

**3. FUNCTIONS AND ROLES OF THE BOSTON REGION MPO AND ITS COMMITTEES**

**A. Overview**

The Boston Region MPO shall perform all functions as required by federal or state law including jointly adopting an annual unified transportation planning work

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program for the region, as well as such transportation plans, programs and conformity determinations as may from time to time be required of the Boston Region MPO by federal and state laws and regulations.

The Boston Region MPO shall be the forum for cooperative decision making by principal elected officials of general purpose governments in the Boston region, and shall endeavor to provide the federal government the views of “responsible local officials” of the ~~R~~egion where called for under federal law with respect to the initiation of certain transportation programs and projects.

In the resolution of basic regional transportation policy, the Boston Region MPO shall seek and consider the advice of the Advisory Council. In so doing, the Boston Region MPO shall provide the Advisory Council with information and analysis in the form of reports, briefings, and discussion concerning their plans, programs, and priorities so that the Advisory Council can carry out its functions in a timely fashion.

In addition to the advice of the Advisory Council, the MPO shall seek the involvement of members of the public and the many entities and organizations with interests and views relative to the Boston Region’s planning and programming. To facilitate this, the MPO will post on its website, at least 48 hours in advance of meetings, all materials related to meeting action items, unless waived by unanimous consent of the MPO. The MPO will also meet quarterly at locations outside of the City of Boston.

The MPO will consider geographic equity a goal when approving all certification documents. This means that after other factors, such as need, are used in evaluating and selecting projects, a final view toward geographic balance and fairness over the span of the document will be applied.

**B. Planning and Programming**

The Boston Region MPO is responsible for planning and programming financial resources for a multi-modal transportation system for the Boston region.

The ~~s~~Signatories agree to the arrangements outlined in Section 4 for the allocation of federal and state funds. Nothing in this document shall preclude the Boston Region MPO’s ability to use the provisions of ISTEA, TEA-21, and SAFETEA-LU (and successors) to transfer funds between highway and transit uses.

**C. Establishment of Committees and Task Forces**

The Boston Region MPO, ~~either directly or through the Planning and Programming Committee~~, shall appoint committees it determines necessary and task forces to accomplish its business and assign duties to them.

**D. Central Transportation Planning Staff (CTPS)**

The Boston Region MPO agencies shall contribute resources in the form of funds, staff, and other contributions, to support a unified inter-agency transportation planning staff, known as the Central Transportation Planning Staff (“CTPS”), to assist in carrying out the Region’s 3-C process under the policy control of the Boston Region MPO.

CTPS shall provide planning services to the Boston Region MPO. From time to time, other parties may provide additional resources through the state planning program and through other resources. All work undertaken for the Boston Region MPO shall be in an approved UPWP. All work funded through federal financing for metropolitan transportation planning under 23 USC 104(f) and 49 USC 5338(g)(1) shall be approved by the Boston Region MPO in accordance with applicable rules provided that the cities and towns shall have a substantial role in the development of the UPWP particularly in the activities specified for metropolitan planning funds.

Since CTPS is not an agency, the Boston Region MPO retains a fiduciary agent for all of the Boston Region MPO’s financial resources. MAPC is currently the fiduciary agent. While the CTPS staff shall be defined legally as employees of the fiduciary agent, they shall be administered according to policies established by the Boston Region MPO subject to applicable federal, state and local laws and regulations and to the availability of funds.

At any time during which the fiduciary agent is a member of the Boston Region MPO, the role and actions of the fiduciary agent are distinguished from its role and actions as a policy member of the Boston Region MPO in that the fiduciary agent shall be limited to implementing actions of the Boston Region MPO subject to the applicable federal, state and local laws, and regulations and to the availability of funds.

The Boston Region MPO shall indemnify and hold the fiduciary agent harmless from liabilities occurring out of actions taken under its normal administration of the Boston Region MPO’s activities. The Boston Region MPO and the fiduciary agent shall enter into an agreement detailing the financial and legal obligations of each party as determined by the Boston Region MPO.

All work not subject to federal transportation rules governing metropolitan planning funds must be approved by the Boston Region MPO for inclusion in the UPWP. CTPS may be selected by the sponsoring agency or other parties to deliver transportation planning services using these funds. The Boston Region MPO shall approve such requests provided it determines that: 1) CTPS has sufficient resources to complete such work in a capable and timely manner; and 2) by undertaking such work, CTPS neither delays completion nor reduces the quality of other work in the UPWP.

**4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**A. Overview**

The Boston Metropolitan ~~R~~region, made up of urban, suburban and rural communities, requires a balanced approach to transportation investment. The Boston Region MPO shall endorse annually a multi-year spending plan for federal highway and transit funding. This Transportation Improvement Program (TIP) shall reflect a multi-modal transportation program that responds to the needs of the region.

The TIP shall be the result of a cooperative, open, and informed process that balances local, regional, and state input and priorities and applies established Boston Region MPO policies and priorities in a fiscally constrained document. TIP development and programming shall be in full compliance with federal regulations and guidance. The TIP may include projects and programs addressing needs on the Interstate and National Highway Systems, repair of deficient bridges, support of inter- and intra-regional mobility, community projects, multi-modal facilities, transportation enhancements, clean air and mobility, operations and management, and all forms of transit. The state, regional, and municipal members of the Boston Region MPO shall work in a unified, timely, and cooperative manner to develop and establish priorities for the TIP.

~~The Planning and Programming Committee shall recommend the transportation program list to the Boston Region MPO in accordance with the process specified in its Public Participation Program and current TIP Development Memorandum. The Boston Region MPO shall consider the Planning and Programming Committee recommendations in formulating the region's TIP.~~

The Boston Region MPO shall maintain two lists of unfunded projects: a First Tier Projects list and a Universe of Projects list. These lists shall be compiled by the Boston Region MPO for information purposes and shall be included in an appendix to the TIP.

**B. Establishment of Financial Constraint and Development of TIP Targets**

Development of the statewide federal aid and non-federal aid highway funding estimate shall be cooperative and shall be discussed with a statewide group representing regional planning agencies and other MPOs; currently the Massachusetts Association of Regional Planning Agencies (MARPA) is this group.

An initial step in the financial constraint and TIP target development process shall be timely transmission to MARPA of federal funding information on obligation authority. In each TIP year, the state will propose its priorities for non-High Priority Projects, mega-projects, statewide infrastructure, change orders, planning, statewide CMAQ expenditures, and other items as needed. The estimated cost of these will be subtracted from the estimates of federal obligation authority of the state to show the estimated amount available for federal funding for MPO targets in the state. This

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amount and the state match for this funding will be allocated among the MPOs based on the MARPA formula. The Boston Region MPO share of available federal and non-federal aid has provided the Boston Region MPO with 42.97% of available funds since 1991. This will be termed the TIP Target. The resulting targets, federal and state funding levels, and projects and programs and their cost estimates will be discussed with the Boston Region MPO and other members of MARPA at a meeting early in the TIP development process of each year. Boston Region MPO Staff shall accompany MAPC to these MARPA consultation meetings. The state will be responsible for explaining the derived targets and providing additional information as requested.

The Boston Region MPO shall use these numbers as the estimate of available funding. The Boston Region MPO's portion of federal and non-federal aid will be programmed in its constrained TIP and MassDOT shall seek to advertise projects in the region in that amount.

**C. Prioritization Criteria**

The Boston Region MPO ~~and its Planning and Programming Committee~~ have developed criteria to be used to evaluate projects considered for programming. These criteria are a means to inform the MPO's decisions for all elements of the TIP. These criteria are consistent with and advance the visions and policies adopted for the latest Long-Range Transportation Plan. The criteria shall be reviewed each year and updated and improved as needed.

MassDOT and other member entities implementing federally-funded transportation projects shall consider MPO priorities when setting their priorities.

**D. Transit**

It is the responsibility of the Boston Region MPO, working with the MBTA, MassDOT Rail and Transit Division, and other transit providers in the region, to coordinate regional transit planning and funding with other transportation modes within the Boston region. This work shall be conducted in full compliance with federal and state regulations. It shall include programming for all federally-funded transit modes and programs, including the federal Job Access and Reverse Commute and New Freedom Programs.

The MBTA's authorizing legislation directs that every five years the MBTA shall prepare and submit to the Massachusetts General Court its Program for Mass Transportation (PMT), a long-range, fiscally unconstrained plan that outlines a vision for regional mass transit and a process for prioritizing infrastructure investments. Implementation of this plan is through the five-year fiscally constrained Capital Investment Program (CIP), which is updated annually.

Boston Region MPO regulatory requirements call for development every four years of a 25-year fiscally constrained Long-Range ~~Regional~~ Transportation Plan

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(LRTP) that defines a comprehensive plan and vision for the region's surface transportation network. Implementation of the LRTP with federal transportation funds is through the Boston Region MPO's fiscally constrained TIP.

The Boston Region MPO and MassDOT and the MBTA will coordinate the parallel planning activities of the PMT/CIP and the LRTP/TIP and provide consistency between planned outcomes. This includes mutual consideration of visions and priorities articulated in each entity's transportation planning documents and project selection process. The MassDOT Rail and Transit Division will coordinate RTA investment with the MPO when setting priorities for programming.

**E. Highway, Bridge, Bicycle, and Pedestrian**

The TIP shall contain the Boston region's portion of all federal and state aid for each of the TIP's four federal fiscal years. It shall be prepared in accordance with federal regulation. It shall include programming for all roadway, bridge, bicycle, pedestrian projects and programs in the region, including costs for the Central Artery/Tunnel and the Accelerated Bridge Program. It shall include projects and programs that address the needs of truck and rail freight movement in the region.

**1. Central Artery/Tunnel Project**

The Boston Region MPO shall detail future federal aid payments for the Central Artery/Tunnel Project through FFY 2014 or until federal aid obligations to the project have been met. ~~The fact that the Central Artery is located in the City of Boston shall not be used as an equity criterion.~~

**2. Accelerated Bridge Program**

The Boston Region MPO shall be informed of the commitments to Accelerated Bridge Program funding. All bridges leveraging federal aid via this program shall be listed in the appropriate TIP element. There shall continue to be a section in the TIP that details the amount of federal aid returning to the federal government for payment on this program until such time as full obligation repayment is received.

**3. Road and Bridge Program**

The Boston Region MPO shall have the ability to program projects for federal and non-federal aid. The ability to include non-federal funds in a TIP does not in any respect imply the application of federal standards, regulations or related requirements to state-funded projects, programs or initiatives. The fiscal year shall be from October 1st to September 30th for both federal and non-federal aid.

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MassDOT Highway Division shall be responsible for administering the road and bridge elements of the TIP, which includes meeting the requirements for implementing them. These requirements include acquiring right of way, obtaining necessary permits and completing design review before or during the federal fiscal year in which projects are programmed so that they can be advertised in the federal fiscal year in which they are programmed.

**F. Improvement of TIP-Related Information**

**1. Overview**

All members of the Boston Region MPO recognize the importance of delivering timely, accurate and reliable information on projects and on the levels of transportation funding expected to be available to the region. This information is critical for the development of the financially constrained TIP. This information also provides a valuable resource for planning by the cities and towns in the region as future funding levels help inform local decision making about whether, or when, to invest local resources in project design and development.

At the same time, the Boston Region MPO recognizes that funding levels may be affected by circumstances beyond its control, such as changes in state or federal authorizations or appropriations; increased need for emergency or security-related expenditures; legislative requirements; or other unanticipated events. While the Boston Region MPO recognizes these contingencies may affect funding, it nonetheless needs to deliver a regional transportation program based on good project information and a realistic assessment of available funds.

**2. TIP Project Information and Dissemination**

The implementing agencies shall keep the Boston Region MPO informed of project status on a regular basis to support MPO planning and programming and to enable the Boston Region MPO to notify project sponsors of the outstanding issues that could cause the project to be deferred to a subsequent fiscal year. At least quarterly and on request, the implementing agencies shall submit this information to the Boston Region MPO Chair and staff for coordination and for distribution to the MPO members. This information shall include project status and other issues of interest to the MPO members and shall be compiled from all available resources, including communities, regional entities, state transportation agencies, and other sources. Boston Region MPO members shall provide needed and relevant information to Boston Region MPO staff for dissemination to the full Boston Region MPO. Staff shall utilize appropriate and up-to-date information systems for maintaining, processing, analyzing, and reporting information.

At the end of the federal fiscal year, the state agencies shall offer a full summary of how projects fared in the previous fiscal year before asking the Boston Region MPO to vote on the new TIP.

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Boston Region MPO staff shall have primary responsibility for informing local governments regarding transportation funding and for collecting local input to the Boston Region MPO. All members of the Boston Region MPO, however, shall have a role in informing local governments about transportation aid and the programming process and in considering local input to the Boston Region MPO.

The Boston Region MPO's ~~Transportation Planning and Programming Committee~~ shall discuss and decide on the TIP development process for the upcoming TIP in the first quarter of each federal fiscal year. The process shall be documented in the TIP Development Memorandum to the ~~MPO Planning and Programming Committee~~. The process shall provide for the collection of current information about projects to be considered for programming; review and possible revision of TIP project-selection criteria; application of the criteria in project evaluations; and maintenance of certain lists of projects, such as the set in use at the signing of this Memorandum of Understanding, the "First Tier" set of projects. (The First Tier Project List is in addition to the set of programmed projects and serves as the first resource pool from which to identify projects for programming. This list is comprised of projects that earn a high score based on the evaluation criteria but that might not meet fiscal-constraint standards or immediate-readiness factors.)

## **6. OPERATIONS PLAN**

The Boston Region MPO shall adopt a revised operations plan, which shall detail the operations of the transportation planning system and the preparation of all certification documents for the Boston Region MPO. The Boston Region MPO shall be responsible for fully complying with all federal and state regulations governing the 3-C transportation planning process in the Boston metropolitan area.

The plan should, at a minimum, address the following functional areas:

- Administration and Finance;
- Programming;
- Policy; and
- Technical Products.

## **7. REVIEW OF THIS DOCUMENT**

This document shall be reviewed ~~at least once each year~~ ~~every three years~~ by the Signatories, ~~with the advice of the Advisory Council~~. Upon execution of this Memorandum of Understanding and in an effort to enhance municipal understanding of the Boston Region MPO process, the Boston Region MPO shall circulate this document to the communities of the Boston Region MPO. Proposed amendments will be circulated to the public prior to consideration by the Boston Region MPO.

## **8. EFFECT OF MEMORANDUM**

*V-2 Public Review Draft, June 2 April 14, 2011*



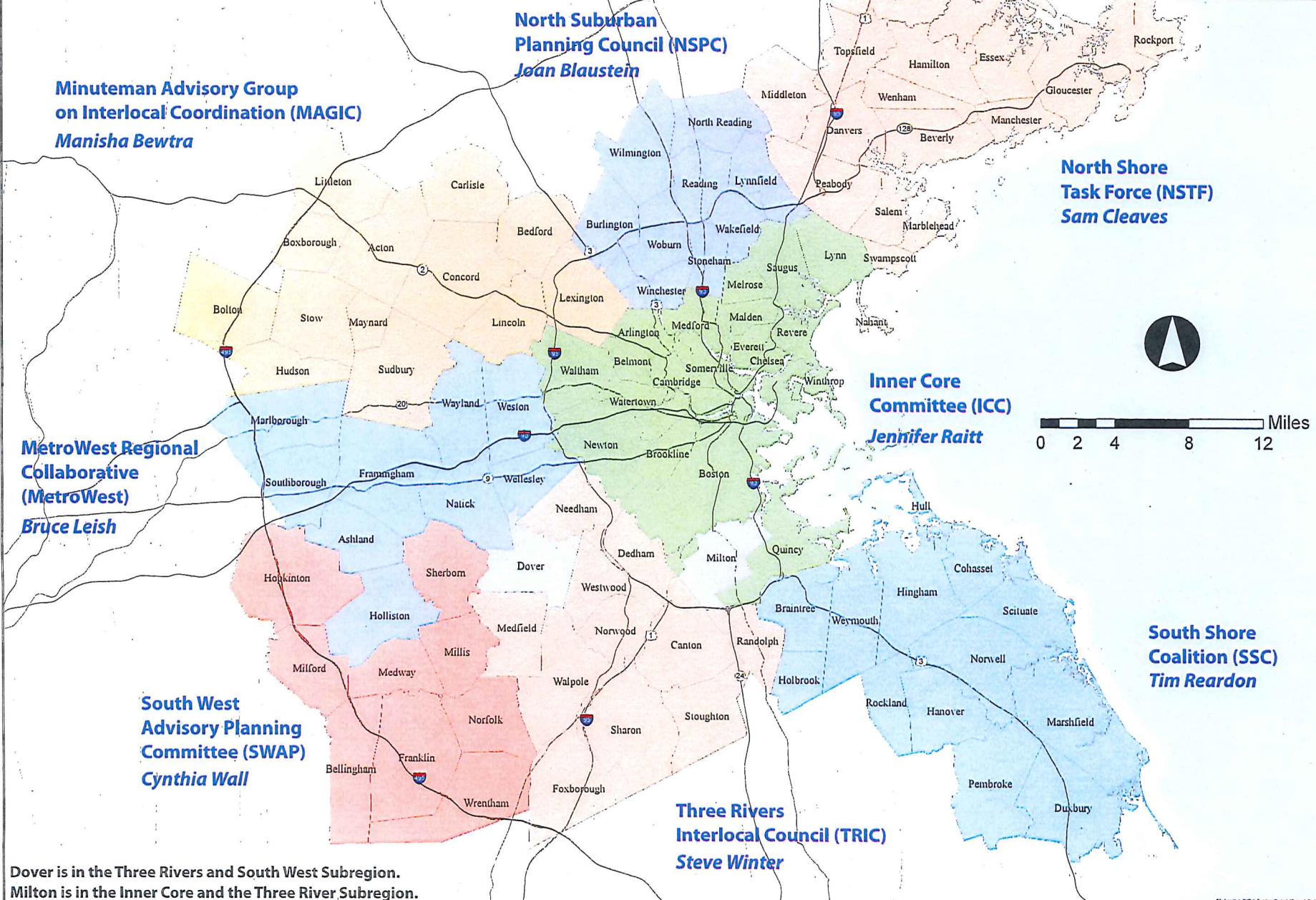
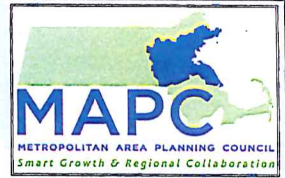
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This Memorandum follows from: the Memorandum dated January 1973 and its Supplement dated March 1974; the Memorandum dated June 1976 and its Supplement dated May 1984; and the Memorandum dated November 1982; the Memorandum dated January 1997; and the Memorandum dated December 2001. However, in the event of any conflicts between this Memorandum and any previous Memoranda, this Memorandum shall prevail.

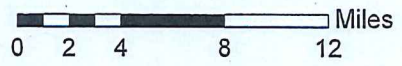
This Memorandum shall become effective upon the authorized signatures of the Secretary of the Massachusetts Department of Transportation, the General Manager of the Massachusetts Bay Transportation Authority, the Executive Director of the MBTA Advisory Board, the President of the Metropolitan Area Planning Council, the Chairman of Massachusetts Port Authority, the Mayor of the City of Boston, the Mayor of the Town of Braintree, the Mayor of the City of Newton, the Mayor of the City of Somerville, the Chairman of the Board of Selectmen of the Town of Bedford, the Chairman of the Board of Selectmen of the Town of Framingham, and the Chairman of the Board of Selectmen of the Town of Hopkinton.

Elected municipality Signatories shall serve in the new appropriate at-large or subregional designations established by this memorandum, until the end of their current three-year term. This Memorandum will also apply to the representatives of the newly established elected municipal member entities, as they are elected.

# The MAPC Region



Dover is in the Three Rivers and South West Subregion.  
Milton is in the Inner Core and the Three River Subregion.



**Boston Region MPO  
Memorandum of Understanding - Draft Version Two  
Written Public Comments, as of July 6, 2011**

Name	Affiliation	Date	Remarks
Mayor Setti Warren	City of Newton	6/7/2011	<ul style="list-style-type: none"> <li>* Subregional representation is likely to undermine the MPO's regional perspective.</li> <li>* The Inner Core is underrepresented in the new MPO structure. Inner Core communities account for 34% of the region's population, but would only have 10% of the municipal vote. An additional vote for the Inner Core would only give the subregion 18% of the municipal vote.</li> <li>* Urges MPO members not to support this MOU until Inner Core communities receive more proportionate representation.</li> </ul>
Dennis Harrington, Planning Director	City of Quincy	6/16/2011	<ul style="list-style-type: none"> <li>* Supports the addition of a second permanent seat for the City of Boston. Boston is home to 618,000 people and hosts the majority of the region's "built infrastructure." It should continue to play an integral role.</li> <li>* Does not believe that subregional representation necessarily promotes true regionalism in the MPO Transportation Planning and Programming process.</li> <li>* Supports proposal to add a second representative from the Inner Core subregion. Believes that it would result in a more fair apportionment of voting seats on the MPO. The Inner Core communities represent 32% of region's population, 21% of the roadway miles, and have a sizable proportion of the transit and pedestrian infrastructure.</li> <li>* Supports the proposal to give the Regional Transportation Advisory Council voting membership.</li> </ul>
U.S. Representative Michael Capuano	U.S. House of Representatives	6/22/2011	<ul style="list-style-type: none"> <li>* Concerned about the shift from regional representation to sub-regional representation. The Inner Core communities have over 1.6 million people, more than the other seven subregions combined. Does not seem fair to give the 1.6 million residents of the Inner Core one vote, and the almost 1.6 million residents from the other subregions seven votes.</li> <li>* Suggests that any changes to the MPO structure be done in an equitable manner.</li> </ul>
William Luster, Executive Director	North Shore Alliance for Economic Development	6/24/2011	<ul style="list-style-type: none"> <li>* Supports amendment to provide more timely dissemination of information to members of the MPO and general public by posting all materials online a minimum of 48 hours in advance of the meeting.</li> <li>* Suggests including a short and understandable description of each proposed action.</li> <li>* Supports expanded membership and suggests limiting the number of consecutive terms a municipality may serve.</li> <li>* Recommends that the MPO maintain a listing of First Tier Projects and the Universe of Projects on the MPO website.</li> <li>* Supports the amendment to add a member of the region's legislative delegation as a member of the MPO.</li> <li>* Supports scheduling MPO meetings in various regions outside of the City.</li> </ul>
Thomas Ambrosino, Joseph Curtatone, Melvin Kleckner, Jay Ash, Richard Howard, Judith Kennedy, Robert Dolan, Andrew Bisignani, James Mckenna, Setti Warren, Kevin Mearn, Michael Driscoll, and Brian Sullivan	Inner Core Mayors and Managers	6/27/2011	<ul style="list-style-type: none"> <li>* Concerned that proposed new MPO structure weakens representation for the 19 Inner Core municipalities outside of Boston.</li> <li>* Questions how the MPO can justify giving subregions with 5-6% of the region's population the same voting strength as a subregion with 32% of the region's population.</li> <li>* Proposes to reduce the number of at-large seats from four to three and add a second representative for the Inner Core communities outside of Boston. This proposal still leaves the Inner Core communities under-represented in terms of population, but notes that it is considerably fairer than the current proposal.</li> <li>* Suggests that another alternative would be to keep the four at-large seats and add one additional seat for the Inner Core.</li> </ul>
Anthony Sasso, Town Administrator	Town of Marblehead	6/27/2011	<ul style="list-style-type: none"> <li>* Supports revised MPO structure. Believes that the changes will create a more transparent and inclusive transportation planning process, which is important given that resources are limited.</li> </ul>
Jason Smith, Charles Sisitsky, Dennis Giombetti, Laurie Lee, and Ginger Esty (Board of Selectmen)	Town of Framingham	6/27/2011	<ul style="list-style-type: none"> <li>* Support the revised MPO structure. Believe that additional members from local municipalities will enhance the knowledge base of the MPO. Also believe that the new proposal will increase the involvement of the public and that municipalities will benefit from greater knowledge of the process.</li> </ul>

Name	Affiliation	Date	Remarks
Ellin Reisner and Wig Zamore	Somerville Transportation Equity Partnership (STEP)	7/2/2011	<ul style="list-style-type: none"> <li>* Concerned that proposed new MPO structure under-represents the Inner Core communities.</li> <li>* Concerned that new MOU under-represents environmental justice (EJ) communities. Note that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</li> <li>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</li> <li>* Suggest that changes be made to the proposed MOU to give 3 seats to Boston, 4 seats for the rest of the Inner Core, and 1 seat for each of the other subregions.</li> <li>* Attached graphs comparing voting power of proposed MPO municipal members and STEP municipal members.</li> </ul>
Laura Wiener, Chair	Regional Transportation Advisory Council (Advisory Council)	7/5/2011	<ul style="list-style-type: none"> <li>* Supports increasing municipal representation on the MPO in order to broaden and diversify the set of voices on the MPO.</li> <li>* Concerned about how the draft MOU allocates the additional seats because the Inner Core subregion will likely be very underrepresented based on its share of the region's population.</li> <li>* Asks the MPO to consider the following figures that support more appropriate representation for the Inner Core: <ul style="list-style-type: none"> <li>- The Inner Core is home to approximately 51% of the region's population, 55% of the region's jobs, 75% of the region's minority residents, and attracted 55% of the region's population growth between 2000 and 2010.</li> </ul> </li> <li>* Also notes that the Inner Core is home to nearly the entire rapid transit system, the region's major international airport, freight shipping ports, critical industrial infrastructure that serves all of New England, much of the region's freight and passenger rail network, intercity passenger rail and bus terminals, several major highways, and attractions that bring tourists and business people from all over the world.</li> <li>* Believes the draft MOU will improve the MPO's awareness of transportation needs in the outer portions of the MPO, but we feel that there should be more balance among the representation so that the transportation needs of all parts of the Inner Core are better understood as well.</li> <li>* Suggests: <ul style="list-style-type: none"> <li>- Allocating two seats for municipalities from the Inner Core subregion in addition to the seats held by the City of Boston.</li> <li>- Ensuring that the Inner Core has at least 29% of the municipal votes and no more than 50% of the municipal votes (the Inner Core's share of the region's population).</li> <li>- Adding an Inner Core seat from the four proposed at-large seats.</li> <li>- Allocating the remaining three at large seats to one town, one city, and one with no designation.</li> </ul> </li> </ul>
State Senator Thomas McGee State Representatives Robert Fennell, Steven Walsh, Lori Ehrlich, and Donald Wong	Massachusetts Senate and Massachusetts House of Representatives	7/5/2011	<ul style="list-style-type: none"> <li>* Support the revised MOU that contains substantial improvements to the structure and operation of the MPO.</li> <li>* Believe that subregional representation will facilitate a more equitable and transparent transportation planning process.</li> <li>* Suggest that meeting periodically outside of Boston will increase awareness of MPO issues and challenges.</li> <li>* Hope that the MPO provides ample time for the new election procedures to be shared with all 101 cities and towns.</li> </ul>
Lynn Weissman and Alan Moore	Friends of the Community Path	7/5/2011	<ul style="list-style-type: none"> <li>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</li> <li>* Concerned that new MOU under-represents environmental justice (EJ) communities. Note that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</li> <li>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</li> <li>* Suggest that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</li> </ul>

Name	Affiliation	Date	Remarks
Richard Dimino, President and CEO	A Better City (ABC)	7/5/2011	<ul style="list-style-type: none"> <li>* Believes elimination of the Transportation Planning and Programming Committee is a useful step in streamlining the process.</li> <li>* Concerned that expanding membership has the potential to place additional burdens on an already cumbersome and unclear decision making process.</li> <li>* Does not appear that proposed allocation of voting members correspond closely to the region's population distribution, travel patterns, employment distribution, and economic activity.</li> <li>* Suggests that the votes of the MPO should more closely follow the concentrated development pattern that exists in the inner core.</li> <li>* Believes that meaningful discussion and detailed analysis is not possible in a large group. Also believes that expanding membership will not make the process of allocating limited transportation resources any easier or more efficient.</li> </ul>
Alice Grossman	Somerville resident	7/5/2011	<ul style="list-style-type: none"> <li>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</li> <li>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</li> <li>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</li> <li>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</li> </ul>
State Senator Patricia Jehlen State Representatives Denis Provost, Timothy Toomey, and Carl Sciortino	Massachusetts Senate and Massachusetts House of Representatives	7/5/2011	<ul style="list-style-type: none"> <li>* Concerned that proposed new MPO structure weakens representation for the 19 Inner Core municipalities outside of Boston.</li> <li>* Question how the MPO can justify giving subregions with 5-6% of the region's population the same voting strength as a subregion with 32% of the region's population.</li> <li>* Recommend reducing the number of at-large seats from four to three and adding a second representative for the Inner Core communities outside of Boston. This proposal maintains the size of the MPO in the current proposal, and it would not weaken the voting power of the state.</li> <li>* Suggest that another alternative would be to keep the four at-large seats and add one additional seat for the Inner Core, increasing the total membership to 23.</li> </ul>
Rebecca Schrumm	Somerville resident, Friend of the Community Path, Somerville Comprehensive Plan Steering Committee, Somerville Chamber of Commerce Board of Directors	7/5/2011	<ul style="list-style-type: none"> <li>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</li> <li>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</li> <li>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</li> <li>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</li> </ul>
Kenneth Krause	Medford resident	7/5/2011	<ul style="list-style-type: none"> <li>* Concerned that proposed change to the MOU intended to give a more equal voice to the residents of the subregion, yet reduced the representation of the most populous portion of the state, the Inner Core municipalities outside of Boston.</li> <li>* Opposes granting a subregion with as little as 6% of the population the same voting strength as an area with 32% of the population, 24% of the region's employment, and 21% of the region's road miles.</li> <li>* Indicates that the proposed MOU would also under-represent EJ communities. Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</li> <li>* Believes that failing to give the environmental justice population an equal voice in the Boston MPO transportation planning and investment is unfair and goes against the principals of the MPO and MassDOT.</li> <li>* Urges the MPO to restore the number of seats dedicated to representing the Inner Core communities to a minimum of two seats.</li> </ul>

Name	Affiliation	Date	Remarks
Armando Caro	Somerville resident	7/5/2011	<p>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</p> <p>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</p>
Glen Fant	Medford resident	7/5/2011	<p>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</p> <p>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</p>
Michelle Liebetreu	Somerville resident	7/5/2011	<p>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</p> <p>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</p>
Alex and Ami Feldman		7/5/2011	<p>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</p> <p>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</p>
Alan Moore	Somerville resident	7/5/2011	<p>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</p> <p>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</p>

Name	Affiliation	Date	Remarks
John Wilde	Somerville resident	7/6/2011	<p>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</p> <p>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</p>
Maida Tilchen	Somerville resident	7/6/2011	<p>* Concerned that proposed new MPO structure under-represents the Inner Core communities. The Inner Core's 2010 population exceeds the combine population of all the other subregions.</p> <p>* Concerned that new MOU under-represents environmental justice (EJ) communities. Notes that the Inner Core communities represent 88% of EJ populations, while the rest of the region represents only 12% of EJ populations.</p> <p>* Inner Core EJ populations are among the most burdened by regional transportation pollution and environmental health burdens. The most polluted 5% of the MPO region Traffic Analysis Zones (TAZ) have high concentrations of EJ populations.</p> <p>* Suggests that any changes to the voting structure of the should strive to represent the whole population of the region fairly and proportionally.</p>

## Pam Wolfe

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**From:** Bourassa, Eric <EBourassa@mapc.org>  
**Sent:** Thursday, July 07, 2011 9:06 AM  
**To:** Pam Wolfe  
**Subject:** MOU text changes

Pam,

These are the changes Marc suggests.

MAPC recommended MOU text changes

- 1) In the whereas clauses, replace description of MAPC with:

“WHEREAS, the Metropolitan Area Planning Council (“MAPC”) comprises representatives from each of the 101 cities and towns in the Boston Metropolitan Region, gubernatorial appointees, and representatives of various state, regional, and City of Boston agencies; has statutory responsibility for comprehensive regional planning under MGL Chapter 40B; is the designated Economic Development District under Title IV of the Public Works and Economic Development Act of 1965; and promotes smart growth and regional collaboration in order to implement the current regional plan, *MetroFuture: Making a Greater Boston Region*; and,”

- 2) On page 2, edit the last sentence of the second bullet point:

“There is simultaneous analysis of various related non-transportation elements, such as land use, economic and residential development, demographics, sustainability, and equity within a total planning process.”

- 3) On page 4, section 2A after the words “set agenda,” please add the words “with the advice and input of the Vice Chair”.

- 4) On page 5, section 2.D, last paragraph, the very last sentence of the section on RTAC, include a broader list of outreach organizations:

“The principal mission of the Advisory Council is to foster broad and robust participation in the transportation planning process by bringing together concerned citizens, community-based organizations, Environmental Justice populations, business and institutional leaders, representative of cities and towns, and state agencies.”

- 5) On page 9, Section 4.A. In sentence three (3) of paragraph two (2), where we list the kinds of projects that can be included in the TIP, we suggest adding the term “bicycle and pedestrian infrastructure”

Finally,



## Memorandum

To: TPPC

From: Eric Bourassa & Paul Regan

Date: 6/30/11

Re: Updated MPO Membership Election Process

Below is a proposal to implement the new MPO membership

### Background

Under the new MPO MOU, there will be 1 MPO seat from each of the 8 sub-regions, and 2 at large town and 2 at large city seats, for a total of 12 municipal seats that will all be elected by the 101 cities and towns in the region. We assume that the MPO wants to continue the practice of having elected members serve for 3 years.

Newton and Hopkinton are up for election in October.

### Continuing to serve out their existing terms:

Somerville filling the Inner Core seat  
Braintree filling the South Shore seat  
Bedford filling the MAGIC seat  
Framingham filling the MetroWest seat

### Open MPO seats will be:

North Shore  
North Suburban  
SWAP  
TRIC  
2 at large cities  
2 at large towns

### Proposal

Four open seats every year, members serving for 3 years. Communities shaded in yellow serve an additional year.

2011: North Shore, TRIC, North Suburban, SWAP, Town A, Town B, City A, City B

2012: MAGIC & South Shore

2013: Inner Core & MetroWest

2014: Town A, City A, North Shore, SWAP

2015: Town B, City B, North Suburban, TRIC

2016: MAGIC, South Shore, Inner Core, MetroWest

2017: Town A, City A, North Shore, SWAP

2018: Town B, City B, North Suburban, TRIC

2019: MAGIC, South Shore, Inner Core, MetroWest



# BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Boston, MA 02116-3968  
Tel. (617) 973-7100  
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www.bostonmpo.org

Jeffrey B. Mullan  
MassDOT Secretary and CEO  
and MPO Chairman

Karl H. Quackenbush  
Acting 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** July 7, 2011  
**TO** Transportation Planning and Programming Committee  
of the Boston Region Metropolitan Planning Organization  
**FROM** Karl H. Quackenbush, CTPS Acting Director  
**RE** Work Program for: Milford/Hopedale Commuter Rail Extension  
Feasibility 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 Department of Transportation, vote to approve the work program for Milford/Hopedale Commuter Rail Feasibility Study in the form of the draft dated July 7, 2011.

### PROJECT IDENTIFICATION

#### Unified Planning Work Program Classification

Planning Studies

#### CTPS Project Number

42312

#### Client

Massachusetts Department of Transportation

*Project Supervisor:* Tim Doherty

#### CTPS Project Supervisors

*Principal:* Karl H. Quackenbush

*Manager:* Bruce Kaplan

#### Funding

MassDOT §5303 Contract #67438

## **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 other work in the UPWP.

## **BACKGROUND**

Rail passenger service to the town of Hopedale was last operated more than 80 years ago. At present, the nearest commuter rail stations to Hopedale are Forge Park/495 and Franklin on the Franklin Line, and Framingham on the Framingham/Worcester Line. Hopedale public officials and residents have recently expressed strong interest in the reinstatement of commuter rail service to Boston from Hopedale. This study will analyze the feasibility of extending the existing Franklin commuter rail service to a Hopedale station. This study will build on CTPS's 1997 *Milford Commuter Rail Extension Feasibility Study*.

## **OBJECTIVES**

The objectives of this work are:

- Evaluate the ridership potential of the Milford/Hopedale area for commuter rail service
- Develop a service plan for the proposed Milford/Hopedale extension
- Assess the proposed Milford/Hopedale extension's operational issues and its impact on the MBTA commuter rail system
- Project the revenue and capital and operating costs for the proposed Milford/Hopedale extension
- Assess the environmental and community impacts of the proposed Milford/Hopedale extension

## **WORK DESCRIPTION**

The work required to accomplish the study objectives will be carried out in six tasks, as described below.

### **Task 1 Investigate Future Milford/Hopedale–Area Demographics**

Hopedale lies in the Central Massachusetts Regional Planning Commission (CMRPC) planning region, as do some of its neighboring communities. Other communities neighboring Hopedale, such as Milford, lie in the Metropolitan Area Planning Council (MAPC) planning region. Both of these regional planning agencies are in the process of developing future-year demographics based on 2010 census data. Both of these agencies,

as well as the Town of Hopedale and other major stakeholders, will be consulted to produce the best future-year Milford/Hopedale–area demographic projections.

***Product of Task 1***

Milford/Hopedale–area demographics

**Task 2 Investigate Historical Travel Trends for the Milford/Hopedale Area**

Various data sources, including census data, journey-to-work data, and the recent MBTA On-Board Survey, will be perused to establish historical travel trends for the Milford/Hopedale area. CTPS’s 1997 *Milford Commuter Rail Extension Feasibility Study* will also be consulted for guidance.

***Product of Task 2***

Compilation of Milford/Hopedale–area historical travel trends

**Task 3 Develop Commuter Rail Service Plan and Forecast Ridership**

CTPS will develop a commuter rail service plan for the Milford/Hopedale commuter rail extension. This service plan, in conjunction with the data gathered in Tasks 1 and 2, will be used to project commuter rail ridership on the Milford/Hopedale extension. The forecasting methodology employed will resemble CTPS’s 1997 *Milford Commuter Rail Extension Feasibility Study* and may also include use of the Boston Region MPO’s regional travel demand model.

***Products of Task 3***

Service plan and summary of travel forecasts for the proposed Milford/Hopedale extension

**Task 4 Estimate Costs and Revenues**

CTPS will forecast the proposed project’s anticipated passenger revenue as well as the capital and operating costs associated with the proposed commuter rail extension.

***Products of Task 4***

Cost and revenue estimates

**Task 5 Assess Other Impacts**

CTPS will investigate the project’s environmental and community impacts as well as its impact on the existing MBTA commuter rail system. Operational issues related to the proposed Milford/Hopedale extension will also be examined. This will include assessing the feasibility of siting a new commuter rail layover facility in Hopedale.

***Product of Task 5***

A document summarizing the assessment of other impacts

**Task 6 Produce a Technical Report**

A technical report evaluating the feasibility of the proposed Milford/Hopedale extension, as well as documenting and summarizing the study's results, findings and the methodology used for the analysis, will be provided to MassDOT.

***Product of Task 6***

A technical report documenting the project

**ESTIMATED SCHEDULE**

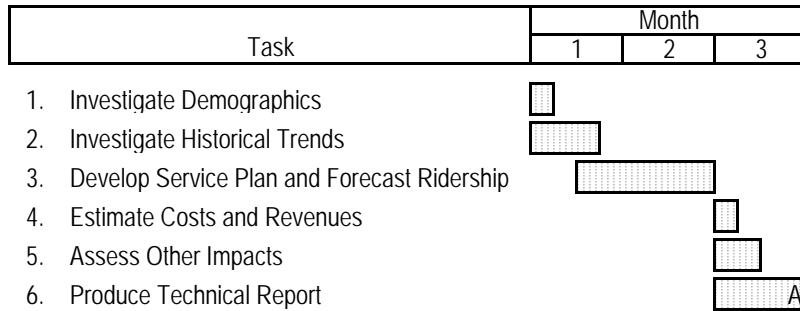
It is estimated that this project will be completed approximately three months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

**ESTIMATED COST**

The total cost of this project is estimated to be \$50,000. This includes the cost of 18.0 person-weeks of staff time, overhead at the rate of 90.69 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 2.

KQ/SAP/BK/bk

Exhibit 1  
 ESTIMATED SCHEDULE  
 Milford/Hopedale Commuter Rail Extension Feasibility Study




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Product  
 A: Technical report

Exhibit 2  
 ESTIMATED COST  
 Milford/Hopedale Commuter Rail Extension Feasibility Study

**Direct Salary and Overhead** **\$49,942**

Task	Person-Weeks				Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-5	P-4	Total			
1. Investigate Demographics	0.0	0.0	1.0	1.0	\$1,220	\$1,106	\$2,326
2. Investigate Historical Trends	0.0	2.0	1.0	3.0	\$4,410	\$4,000	\$8,410
3. Develop Service Plan and Forecast Ridership	0.0	4.0	1.5	5.5	\$8,211	\$7,446	\$15,657
4. Estimate Costs and Revenues	0.0	0.7	0.3	1.0	\$1,470	\$1,333	\$2,802
5. Assess Other Impacts	0.0	1.5	1.0	2.5	\$3,613	\$3,276	\$6,889
6. Produce Technical Report	1.0	2.0	2.0	5.0	\$7,268	\$6,591	\$13,858
Total	1.0	10.2	6.8	18.0	\$26,191	\$23,753	\$49,942

**Other Direct Costs** **\$58**

Travel \$58

**TOTAL COST** **\$50,000**

*Funding*  
 MassDOT \$5303 Contract #67438

## CHAPTER 3 A SUMMARY OF THE REGION'S TRANSPORTATION NEEDS

### INTRODUCTION

Outlines the chapter which includes:

- Description of the Needs Assessment
- Summary of the region's greatest transportation needs.

This chapter includes information that was in Chapter 1 (Introduction and Methodology) and Chapter 10 (Regionwide Needs Assessment) of *Volume II, The Needs Assessment*

### THE CORRIDORS

This section details the corridors and how they were established.

- Radial Corridors (Northeast, North, Northwest, West, Southwest, Southeast)
- Circumferential (Route 128 Corridor and Interstate 495 Corridor)
- Central Area

### DATA RESOURCES

This section describes the resources used in developing the Needs Assessment including past LRTPs, PMT, CMP, studies, outreach, and the travel demand model with adopted demographics.

### THE REGION'S PRIORITIES

This section identifies the region's greatest needs which are highlighted with the MPO's visions and policies.

- **Highway**
  - System Preservation and Modernization Needs – pavement management and bridge reconstruction
  - Mobility Needs – the most severe freeway and arterial bottlenecks identified by speed index, volume-to-capacity ratios, and through the CMP (2 of 3)
  - Safety Needs – the top 25 crash locations
- **Transit**
  - System Preservation and Modernization Needs – Attention to the existing capital assets



with examples of some urgent system preservation and modernization needs (Orange and Red Line cars, bridges, signals, accessibility on commuter rail and rapid transit

- Mobility Needs – Attention to alleviating system constraints, filling gaps in the existing system, and expanding the system to meet demand
  - Examples of some urgent mobility and reliability needs (schedule adherence, target levels for mean miles between failures, target levels for availability of transit vehicles and commuter rail locomotives.
  - Examples of some urgent infrastructure needs related to mobility: additional tracks are needed at South Station, single track issues on the Haverhill, Fitchburg, Franklin, Stoughton, Needham Lines, and Old Colony Lines, track capacity at Ruggles Station, the Green Line Central Subway operating at capacity, the Orange Line is currently overcrowded during peak hours, and systemwide, many MBTA park-and-ride lots are utilized at 85% of their capacity or greater.
  - Examples of existing mobility needs and gaps and future gaps in service identified by the travel demand model.
- **Freight**
  - Freight Land Use Issues – distribution of freight; siting facilities for the warehousing and distribution; the facilities and land that are available for freight-intensive uses often are served only by trucks
  - Rail Mobility Issues – rail lines that are shared among multiple users, weight limits on rail lines, bridge clearances and bottlenecks, CSX moving its terminal facility from Allston to Worcester.
  - Trucking Mobility Issues – bottlenecks, weight restrictions, and insufficient vertical clearances, rest areas, and hazardous cargo through tunnels
  - Marine Mobility Issues – dredging and identifying overweight truck routes to serve the Port of Boston
  - Air Freight Mobility Issues – landside congestion to Logan International Airport and a lack of land for warehousing and distribution.
- **Pedestrian/Bicycle** – lack of bicycle and sidewalk accommodations, gaps in the bicycle network limit many users from safely connecting to their destinations, including transit stations, schools, recreation, and commercial areas.
- **Transportation Equity** – summary of the needs identified by residents of the environmental justice communities and the community-based organizations that serve those communities
- **Land Use** – Summary of large developments proposed in Boston region that must be considered during the transportation planning process.

## CHAPTER 5 LIVABILITY AND THE ENVIRONMENT

### Introduction

This chapter discusses three of the MPO's vision topics:

- Climate Change
- Environment
- Livability

This section provides an overview of each topic and how it relates to the central vision. It leads into a discussion of each topic.

### Climate Change

- What is climate change? – provides a description of climate change, greenhouse gases (GHG) and their effect on the earth
- The Transportation System's Share of GHGs – accounts for about a third of all emissions in both the United States as a whole and in Massachusetts
- Impacts of Climate Change – includes information from our Emergency Evacuation and Hazard Mitigation Mapping Study
  - Flooding – includes a map with the 100-year and 500-year flood zones along with major transportation infrastructure located in these areas that could be affected.
  - Sea Level Rise – includes maps defining the land areas that are within 6.5 feet of elevation from the shoreline as a hazard zone for sea level rise during this century along with major transportation infrastructure that are located in these areas.
  - Hurricane Impacts – includes maps showing hurricane surge maps showing the areas and infrastructure at risk for seawater inundation during Category 1 through Category 4 hurricanes.
- The Boston Region MPO's Vision and Policies for Climate Change that was included in Chapter 2
- The MPO's Actions to Achieve Climate Change Vision
  - Describes the Global Warming Solutions Act and GreenDOT and how the MPO will help to implement GreenDOT.
    - Alternative Modes of Travel (transit, bicycle and pedestrian)
    - Reduction of Vehicle-Miles of Travel and Roadway Congestion
    - Alternative Fuels
    - Smart Growth Policies – MetroFuture
    - Public Outreach
  - Documenting the MPO's GHG-Emissions Reduction for GreenDOT Implementation – describes the method for documenting CO<sub>2</sub> emissions looking at Build and No-Build emissions. CO<sub>2</sub> emissions will be available once the model runs have been completed for the air quality conformity.

## Environment

- The Boston Region MPO's Vision for the Environment that was included in Chapter 2
- MPO Actions to Achieve the Environment Vision
  - Criteria used for rating projects
  - Environmental reviews for projects are conducted by the proponent transportation agency or municipality, not the MPO.
  - However, the MPO does address the following environmental factors during its project selection process
    - Areas of Critical Environmental Concern (ACEC)
    - Special flood hazard areas (FEMA Q3 floodplains)
    - Wetlands
    - Water supply and wellhead protection areas
    - Protected open space
    - Natural Heritage and Endangered Species Program Priority Habitats
    - Air quality
    - Brownfield and Superfund Sites

Projects that have been recommended in this LRTP are included on maps that display the environmental factors described above.

## Livability

- What Is Livability? – defines livability and what it means to the MPO
- Livability Challenges and Gaps
  - Affordability – VMT per capita, dependence on gasoline, volatility of energy costs
  - Health – fewer opportunities for physical activity, air quality impacts, health implications and costs associated obesity and asthma
  - Safety – crashes, disproportionate impact on pedestrians and young motorists, crash severity associated with higher speeds
- Livability Potential – population and employment densities, transit access, sidewalk and bicycle facility coverage, and land use types
  - Higher population density tends to be associated with higher sidewalk coverage, lower automobile ownership, and lower daily vehicle-miles traveled
- Places that cluster schools, parks, shopping, and transit are able to create location efficiencies that lower transportation costs.
- The Boston Region MPO's Vision for Livability that was included in Chapter 2

- MPO Actions to Achieve Livability Vision
  - MPO Planning Activities
    - Livability Program
    - Support to the MPO and its Subcommittees
    - Bicycle and Pedestrian Support Activities
    - Community Technical Assistance Program
    - Transit Service Planning
    - Disability Access Support
    - Transportation Equity Program
    - Land Use Development Project Reviews
    - Alternative-Mode Planning and Coordination
  - MPO Infrastructure Investments
    - Clean Air and Mobility Program
    - MBTA Accessibility Programs
    - LRTP and TIP Livability Criteria
    - Livability Projects
  - Federal Livability Initiatives
  - State Livability Initiatives
  - Local Livability Initiatives
- Limitations to Livability Implementation
- Next Steps – The Development of Performance Measures to monitor progress toward the visions and policies.