

# Draft Memorandum for the Record

## Boston Region Metropolitan Planning Organization Meeting

### July 18, 2019 Meeting

10:00 AM–11:15 AM, State Transportation Building, Conference Rooms 2 and 3, 10 Park Plaza, Boston

David Mohler, Chair, representing Stephanie Pollack, Secretary, and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)

### Decisions

The Boston Region Metropolitan Planning Organization (MPO) agreed to the following:

- Approve the minutes of the meetings of May 16, 2019, and May 30, 2019
- Approve the work scope for *MassDOT Title VI and Nondiscrimination Support*
- Endorse the federal fiscal year (FFY) 2020 Unified Planning Work Program (UPWP)
- Release the new Long-Range Transportation Plan (LRTP), *Destination 2040*, for a 30-day public review period

### Meeting Agenda

#### 1. Introductions

See attendance on pages 10–11.

#### 2. Public Comments

There were none.

#### 3. Chair's Report—*David Mohler, MassDOT*

There was none.

#### 4. Committee Chairs' Reports

There were none.

#### 5. Regional Transportation Advisory Council Report—*Tegin Teich, Chair, Regional Transportation Advisory Council*

T. Teich stated that the Advisory Council would meet on August 14, 2019, to discuss comments regarding *Destination 2040*.

**6. Executive Director’s Report—Annette Demchur, Co-Interim Executive Director, Central Transportation Planning Staff**

A. Demchur reported that the MPO would hold its next meeting on August 15, 2019, in Framingham and a second August meeting would take place on August 29, 2019. A. Demchur stated that the MPO would feature as a case study in a webinar entitled “Integrating Shared Mobility into Multimodal Transportation Planning,” held by the United States Department of Transportation Volpe Center at 2:00 PM on July 30, 2019.

**7. Approval of May 16, 2019, and May 30, 2019, MPO Meeting Minutes—Róisín Foley and Judy Fung, MPO Staff**

A motion to approve the minutes of the meeting of May 16, 2019, was made by the Metropolitan Area Planning Council (MAPC) (Eric Bourassa) and seconded by the Inner Core Committee (City of Somerville) (Tom Bent). The motion carried.

A motion to approve the minutes of the meeting of May 16, 2019, was made by the MetroWest Regional Collaborative (City of Framingham) (Thatcher Kezer III) and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

**8. Work Scope for MassDOT Title VI and Nondiscrimination Support—Katie Stetner, MPO Staff**

As recipients of federal funding from both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), MassDOT must comply with Title VI of the Civil Rights Act of 1964, which requires that it not discriminate on the basis of race, color, or national origin in its programs, activities, and services. MassDOT is required to document its compliance with Title VI regulations by submitting Title VI Programs to FHWA and FTA once every three years. In addition, FHWA requires MassDOT to submit an annual Title VI report. The objective of this work program is to provide ongoing technical support to MassDOT’s Office of Diversity and Civil Rights, as needed, to meet its FTA and FHWA Title VI requirements. MassDOT will fund this work over a two-year period with a budget of \$70,000.

**Vote**

A motion to approve the work program for *MassDOT Title VI and Nondiscrimination Support* was made by the MassDOT Highway Division (John Romano) and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

**9. Draft UPWP—Sandy Johnston, MPO Staff**  
**Documents posted to the MPO meeting calendar**

1. [Draft FFY 2020 UPWP](#)

2. [Draft FFY 2020 UPWP Appendices](#)

S. Johnston requested that the MPO endorse the FFY 2020 UPWP. A draft of the FFY 2020 UPWP was presented to the MPO in May and released for a 30-day public review period, which lasted from May 20, 2019, to June 17, 2019. MPO staff received five public comments during the public review period, which are documented in Appendix B of the UPWP. Commenters included the Advisory Council, the Massachusetts Bay Transportation Authority (MBTA) Rider Oversight Committee, the 495/MetroWest partnership, and two individuals.

**Vote**

A motion to approve the FFY 2020 UPWP was made by MAPC (E. Bourassa) and seconded by the Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce) (Steve Olanoff). The motion carried.

**10. Draft LRTP—Anne McGahan and John Gliebe, MPO Staff**

***Documents posted to the MPO meeting calendar***

1. [Draft Destination 2040 Needs Assessment](#)
2. [Draft Destination 2040 Document](#)

D. Mohler stated that the MPO is required to include information on operations and maintenance funding available to the MBTA in its LRTP. The MBTA's Fiscal and Management Control Board (FMCB) will vote to approve future operations and maintenance costs at a meeting the week of July 22, 2019. For this reason, this information is not included in the draft LRTP presented at this meeting. D. Mohler stated that the MPO would release the plan for public comment today and only begin the public comment period once the FMCB approves this information and MPO staff incorporates it into the draft document. The public comment period would likely begin on July 25, 2019, and end on August 23, 2019. The MPO would vote to adopt the final plan at its meeting on August 29, 2019.

A. McGahan reviewed the contents of the two volumes of the LRTP: the Needs Assessment and the draft LRTP document. The Needs Assessment includes all of the information used to develop the projects and programs in the recommended LRTP, including projected future land use, demographics, and travel patterns. The Needs Assessment documents regional transportation needs in each of the MPO's six goal areas. The draft LRTP document summarizes available highway and transit finances, recommended projects and programs, and the results of travel demand model analysis of projected conditions in 2040 in Build and No-Build scenarios. The document includes a chapter that describes the MPO's performance measures and targets, an equity

performance report, air quality and greenhouse gas analyses, and next steps for implementing *Destination 2040*.

The recommended plan includes the following investment programs:

- Major Infrastructure
- Complete Streets (including funding for dedicated bus lanes)
- Intersection Improvements
- Bicycle Network and Pedestrian Connections
- Community Transportation/Parking/Clean Air and Mobility (now called Community Connections)
- Transit Modernization

The major infrastructure projects funded with MPO target funds in the recommended plan and considered part of the 2040 Build Scenario (because they are not in the first year of the Transportation Improvement Program [TIP] or under construction) are

- Reconstruction of Rutherford Avenue, from City Square to Sullivan Square (Boston);
- Bridge replacement, New Boston Street over MBTA (Woburn);
- Intersection improvements at Route 126/Route 135/MBTA and CSX railroad (Framingham);
- Route 4/225 (Bedford Street) and Hartwell Avenue (Lexington);
- Route 27 over Route 9 (Natick);
- McGrath Boulevard (Somerville);
- Reconstruction of the Sumner Tunnel (Boston);
- Reconstruction of Route 1A (Walpole); and
- Reconstruction of Western Avenue (Lynn).

### ***Greenhouse Gas (GHG) Analysis***

A GHG analysis is done on a statewide level to assess the impacts of all the projects programmed by MPO's in the state. This statewide analysis calculated expected carbon dioxide (CO<sub>2</sub>) emission reduction. The results show a reduction of 190 tons of CO<sub>2</sub> emissions in 2020 and 218 tons in 2040.

### ***Disparate Impact and Disproportionate Burden (DI/DB) Analysis***

J. Gliebe presented the results of the DI/DB analysis that MPO staff completed for MPO-funded projects in the recommended plan. The purpose of the analysis is to identify potential future disparate impacts on minority populations and disproportionate burdens on low-income populations that may result from MPO investments.

This analysis assessed MPO target-funded projects in the 2040 Build scenario of the recommended plan that changes the capacity of the transportation network. These projects include

- Reconstruction of Rutherford Avenue, from City Square to Sullivan Square (Boston);
- Bridge replacement, New Boston Street over MBTA (Woburn);
- Route 4/225 (Bedford Street) and Hartwell Avenue (Lexington);
- Intersection improvements at Route 126/Route 135/MBTA and CSX railroad (Framingham); and
- McGrath Boulevard (Somerville).

The analysis does not include MassDOT-funded projects or funds that are committed to MPO investment programs (other than those major infrastructure projects that change capacity). Using the travel demand model, staff analyzed 10 metrics in three different categories:

- Accessibility (transit)
  - Number of jobs within a 60-minute trip
  - Number of retail amenities within a 60-minute trip
  - Healthcare facilities within a 40-minute trip
  - Higher education within a 40-minute trip
- Mobility (highway and transit)
  - Average travel time
- Environmental (highway)
  - Congested vehicle miles traveled
  - Carbon monoxide

The analysis compared the projected impacts from these metrics between minority and nonminority populations and between low-income and non-low-income populations. The impacts analyzed are those expected to occur in 2040. Staff used the MPO's new draft LRTP DI/DB policy, which states that there would be a DI/DB if

- The environmental justice (EJ) population would likely be more adversely affected than the non-EJ population, and
- We can be confident that this result is not due to model forecasting error.

Across all metrics, staff did not find any potential future DI/DBs that would likely result from the collection of five target-funded projects. This means that there is no action required by the MPO.

### ***Discussion***

E. Bourassa asked whether staff has a sense of the exact cause of expected GHG emissions reductions. A. McGahan stated that she would follow up after the meeting.

T. Teich stated that the GHG emission reductions calculated to about a one percent reduction. A. McGahan replied that there are only a handful of MPO-funded projects across the state that are modeled in the GHG analysis, which is why the reductions are modest.

Daniel Amstutz (At-Large Town) (Town of Arlington) asked A. McGahan to clarify why Figure 4-16 in the draft LRTP document showed more transit person trips under the 2040 No-Build scenario than under the 2040 Build scenario. A. McGahan stated that she would follow up after the meeting.

S. Olanoff asked where the overall expected GHG emission reductions noted in the plan will come from, if not from the MPO's target-funded projects. A. McGahan replied that these reductions are based on assumptions about the rise in fuel standards and zero-emissions vehicles.

Ken Miller (FHWA) asked why the DI/DB analysis only looked at MPO target-funded projects, given that the LRTP includes projects funded by other entities. A. Demchur stated that it is the understanding of MPO staff that federal regulations require the MPO to analyze DI/DBs that may result from projects directly funded by the MPO.

S. Olanoff stated that he would oppose releasing the plan for public comment because it does not include the Canton Interchange reconstruction project, which is a top priority for the Three Rivers Interlocal Council subregion.

### ***Vote***

A motion to release the LRTP for a 30-day public review period was made by the Minuteman Advisory Group on Interlocal Coordination (Town of Bedford) (Richard Reed) and seconded by MAPC (E. Bourassa). The Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce) (S. Olanoff) opposed. The motion carried.

## **11. Freight Planning Action Plan Update—Bill Kuttner, MPO Staff** ***Documents posted to the MPO meeting calendar***

1. [Technical Memorandum: Boston Region MPO Freight Planning Action Plan Update](#)

The 2013 Freight Planning Action Plan outlined five goals of a MPO freight program that will

- Complement multimodal freight planning and address issues identified by the MPO's LRTP and other MPO planning efforts;
- Complement freight planning by MassDOT and the Massachusetts Port Authority (Massport);
- Identify and study freight-specific issues in an ongoing manner as resources permit;
- Fulfill analysis requirements mandated by current federal transportation funding authorizations; and
- Support the study of freight issues and mandated analysis requirements with the acquisition, collection, and use of freight data on a systematic and ongoing basis. A key goal of data development is to improve existing estimation and prediction analytical tools.

The action plan update preserves all five goals. After the publication of the Action Plan, five of the recommended studies were completed and published. These studies include:

1. Improving Truck Travel in the Everett-Chelsea Industrial Area
2. Rest Locations for Long-Distance Truck Drivers in Massachusetts
3. Trucks in the South Boston Waterfront
4. Weight and Height Restrictions that Impact Truck Travel
5. Intermodal Warehouses in Massachusetts

The Fixing America's Surface Transportation (or FAST) Act mandated the designation of Critical Urban Freight Corridors (CUFCs). CUFCs are eligible for certain kinds of federal funds. The Everett-Chelsea and South Boston Waterfront studies identified sections of urban roadway in the Boston region to be designated as CUFCs and incorporated into the National Highway Freight Network. Several of these locations are also candidates for inclusion in the MPO's TIP or the LRTP, and the CUFC designation is positive for inclusion in these planning documents.

Several studies came out of the effort to designate CUFCs, including a study of the Rutherford Avenue corridor. Possible future work includes studies of the Allston Interstate 90 Interchange project, the Southeast Expressway and truck-dependent industries served through Interchange 18, development of a conceptual plan for a new commercial truck stop including any currently available impact-reducing technologies, and analysis of air freight movements in or out of Logan Airport.

Truck model development is not a responsibility of the MPO freight program, however, it is a goal that has the potential to add an important dimension to the MPO's planning process. The Freight Action Plan update envisions using improved truck modeling capabilities in the preparation of topical studies.

### ***Discussion***

S. Olanoff asked whether these efforts have resulted in projects to improve freight in the region. B. Kuttner stated that work from the freight program has been used to make the case for projects that improve freight.

Jay Monty (At-Large City) (City of Everett) stated that the reconstruction of Beacham Street in Everett was funded by the MPO, in part due to B. Kuttner's work.

E. Bourassa asked whether B. Kuttner has considered climate resiliency within the freight program. B. Kuttner stated that he incorporates resiliency when scoring projects for the TIP and LRTP.

Laura Gilmore (Massport) expressed support for the freight program and asked whether B. Kuttner has a sense of how CUFCs are incorporated into the National Highway Freight Network, stating that it does not appear that CUFCs have been published on FHWA's website. K. Miller stated that the corridors are in the National Highway Freight Network and are eligible for funding.

Bill Conroy (Boston Transportation Department) asked whether B. Kuttner could study freight traffic on Interstate 95 and Route 138. B. Kuttner replied that a study could be undertaken and stated that he would follow up after the meeting.

T. Teich stated that as Cambridge undertakes the reconstruction of River Street, which is an important freight corridor, there should be ongoing coordination to ensure that the needs of all roadway users are met. T. Teich added that she recently attended a conference where she heard a presentation from the University of Southern California regarding ongoing work to reduce emissions from freight and encouraged B. Kuttner to look into this.

## **12. Members Items**

E. Bourassa reported that elections for four municipal seats on the MPO would take place at the MAPC's Fall Council meeting. The deadline for nominations is October 4, 2019. The seats up for reelection are MetroWest Regional Collaborative (currently held by the City of Framingham), Minuteman Advisory Group on Interlocal Coordination (currently held by the Town of Bedford), Inner Core Committee (currently held by the



City of Somerville), and the South Shore Coalition (currently held by the Town of Braintree).

### **13. Adjourn**

A motion to adjourn was made by the Inner Core Committee (City of Somerville) (T. Bent) and seconded by At-Large Town (Town of Lexington) (Sheila Page). The motion carried.

## Attendance

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<b>Members</b>	<b>Representatives and Alternates</b>
At-Large City (City of Everett)	Jay Monty
At-Large City (City of Newton)	David Koses
At-Large Town (Town of Arlington)	Daniel Amstutz
At-Large Town (Town of Lexington)	Sheila Page
City of Boston (Boston Planning & Development Agency)	Jim Fitzgerald
City of Boston (Boston Transportation Department)	Bill Conroy
Federal Highway Administration	Ken Miller
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation (MassDOT)	David Mohler
MassDOT Highway Division	John Bechard John Romano
Massachusetts Bay Transportation Authority (MBTA)	Samantha Silverberg
Massachusetts Port Authority	Laura Gilmore
MBTA Advisory Board	
Metropolitan Area Planning Council (MAPC)	Eric Bourassa
MetroWest Regional Collaborative (City of Framingham)	Thatcher Kezer III
Minuteman Advisory Group on Interlocal Coordination (Town of Bedford)	Richard Reed
North Shore Task Force (City of Beverly)	Denise Deschamps
North Suburban Planning Council (City of Woburn)	Jay Corey
Regional Transportation Advisory Council	Tegin Teich
South Shore Coalition (Town of Braintree)	
South West Advisory Planning Committee (Town of Medway)	
Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce)	Steve Olanoff

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<b>Other Attendees</b>	<b>Affiliation</b>
Thomas Nally	A Better City
Derek Shooster	MassDOT Office of Transportation Planning
Katherine Isbell	MassDOT Communications
Bonnie Fan	City of Boston
John Lozada	MassDOT Civil Rights
Alexander Huynh	MassDOT Civil Rights
Matthew Falkenstein	MBTA Advisory Board
Briana Kan	MassDOT Planning

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**MPO Staff/Central Transportation Planning Staff**

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Annette Demchur, Co-Interim Executive Director  
Scott Peterson, Co-Interim Executive Director  
Róisín Foley  
Judy Fung  
Hiral Gandhi  
Sandy Johnston  
Alexandra (Ali) Kleyman  
Bill Kuttner  
Anne McGahan  
Michelle Scott  
Katie Stetner  
Kate White

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