

# **Unified Planning Work Program**

**Federal Fiscal Year 2008**

**Endorsed by the Boston Region  
Metropolitan Planning Organization**

**September 6, 2007**

**Boston Region  
Metropolitan Planning Organization Staff**

Directed by the Boston Region Metropolitan Planning  
Organization, which is composed of the:

Executive Office of Transportation and Public Works  
City of Boston  
City of Newton  
City of Salem  
City of Somerville  
Federal Highway Administration (nonvoting)  
Federal Transit Administration (nonvoting)  
Massachusetts Bay Transportation Authority  
Massachusetts Bay Transportation Authority Advisory Board  
Massachusetts Highway Department  
Massachusetts Port Authority  
Massachusetts Turnpike Authority  
Metropolitan Area Planning Council  
Regional Transportation Advisory Council (nonvoting)  
Town of Bedford  
Town of Framingham  
Town of Hopkinton



## **Boston Region Metropolitan Planning Organization Municipalities**

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By mail        Boston Region Metropolitan Planning Organization  
                  Certification Activities Group  
                  10 Park Plaza, Suite 2150  
                  Boston, MA 02116

By telephone (617) 973-7119 (voice)  
                  (617) 973-7089 (TTY)

By fax         (617) 973-8855

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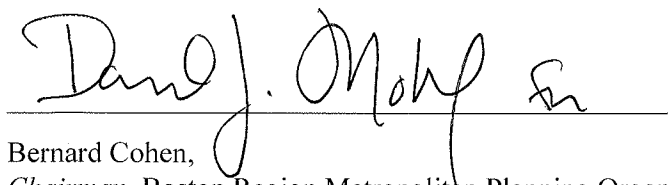


## **Certification of the Boston Region MPO Transportation Planning Process**

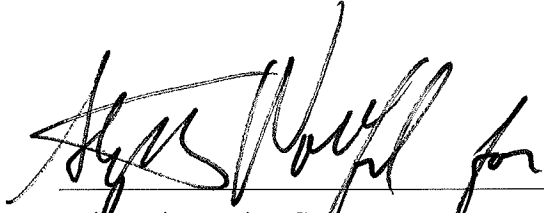
The Boston Region Metropolitan Planning Organization has certified that the conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities that support the development and implementation of the Regional Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

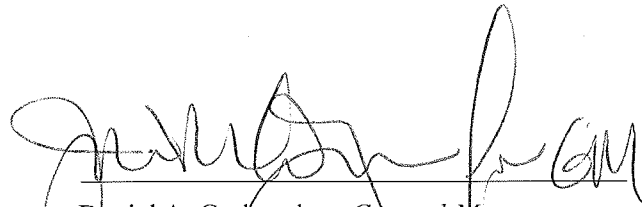
1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
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3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFT part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
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8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
10. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer, or employee of any agency, or a Member of Congress, in connection with the awarding of any federal contract.

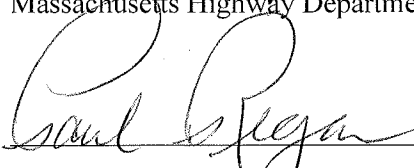
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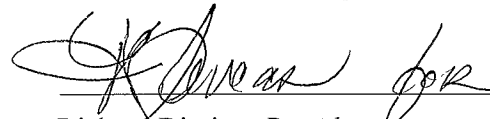
A handwritten signature in dark ink, appearing to read "Bernard Cohen", is written over a horizontal line.

Bernard Cohen,  
*Chairman, Boston Region Metropolitan Planning Organization  
Secretary, Executive Office of Transportation and Public Works*


  
Luisa Paiewonsky, *Commissioner*  
Massachusetts Highway Department

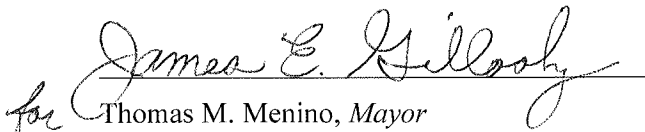
  
Daniel A. Grabauskas, *General Manager*  
Massachusetts Bay Transportation Authority

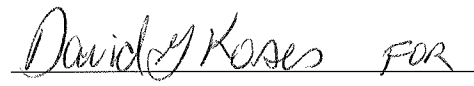
  
Paul Regan, *Executive Director*  
Advisory Board to the MBTA

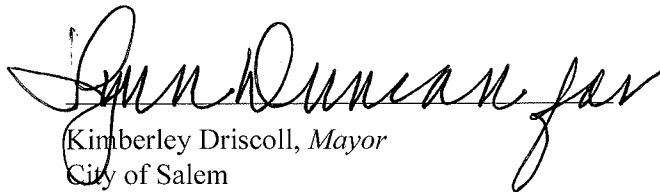
  
Richard Dimino, *President*  
Metropolitan Area Planning Council


Thomas Kinton, Jr.  
Massachusetts Port Authority

  
Mary Jane O'Meara, *Executive Director*  
(Acting)  
Massachusetts Turnpike Authority

  
for Thomas M. Menino, *Mayor*  
City of Boston

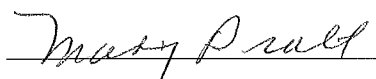
  
David Cohen, *Mayor*  
City of Newton

  
Kimberley Driscoll, *Mayor*  
City of Salem

  
Joseph A. Curtatone, *Mayor*  
City of Somerville

Gordon Feltman, *Selectman*  
Town of Bedford

Ginger Esty, *Selectman*  
Town of Framingham

  
Mary Pratt, *Selectman*  
Town of Hopkinton

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## EXECUTIVE SUMMARY

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This Unified Planning Work Program (UPWP) contains information about surface-transportation planning projects that will be conducted in the Boston metropolitan region during the period of October 1, 2007, through September 30, 2008 (federal fiscal year 2008). The UPWP is an essential transportation-planning tool for the region and often a first step in determining whether or not a project will be constructed. It is integrally related to other planning initiatives conducted by the Boston Region Metropolitan Planning Organization (MPO), as well as by transportation agencies such as the Executive Office of Transportation and Public Works (EOT) and the Massachusetts Bay Transportation Authority (MBTA).

The projects in this UPWP will be funded from federal, state, and local sources. It has been prepared in accordance with final regulations governing the implementation of the federal Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) and with Federal Highway Administration and Federal Transit Administration grant application requirements and planning emphasis areas. This UPWP contains 79 projects, of which 59 will be carried out by the Central Transportation Planning Staff (CTPS) and the Metropolitan Area Planning Council (MAPC) on behalf of the MPO, EOT and its Office of Transportation Planning (OTP), the MBTA, the Massachusetts Highway Department (MassHighway), the Massachusetts Port Authority (Massport), and the National Park Service. The remaining 20 projects will be carried out by individual transportation agencies, municipalities, and academic institutions.

The majority of the FFY 2008 UPWP projects have been ongoing since FFY 2007. However, there are several new projects. Those to be undertaken on behalf of the MPO are:

- Route 2/Alewife Brook Parkway, Phase II (page 6-22)
- Regional Household Survey (page 7-16)

CTPS will also continue the development of a new Program for Mass Transportation on behalf of the MBTA, which is jointly funded by the MBTA and the MPO (see page 6-12). Other CTPS projects to be conducted on behalf of the MBTA, MassHighway or EOT are the:

- Green Line Extension Environmental Review Support (page 6-8 and Appendix A)
- Red Line–Blue Line Connector Study Support (page 6-19 and Appendix A)
- South Coast Commuter Rail Extension (page 6-26 and Appendix A)
- MBTA Systemwide Onboard Passenger Survey (7-14)

The UPWP is intended to serve two purposes. The first is to provide information to government officials, local communities, and the general public about all surface-transportation planning projects expected to be undertaken in the Boston region. The second is to provide complete budget information to federal and state officials about the expenditure of federal funds for those projects being carried out by the Boston Region MPO.

The document is structured as follows. Chapter 1 provides general information about the Boston Region MPO, the transportation planning process, and the sources of funding for UPWP projects. In addition, it explains the MPO's role in programming these funds and the criteria the MPO used to evaluate the projects it was responsible for programming in this UPWP. Chapter 1 also contains a graphic that shows the UPWP's relationship to other MPO planning documents as well as to the MBTA's Program for Mass Transportation (PMT), current feasibility studies, and other visioning processes.

Chapter 2 provides a status report on the FFY 2007 UPWP projects that were conducted by CTPS and MAPC. It also includes a list of products for those projects and information on how to obtain copies of reports and certification documents.

Chapter 3 is an index of FFY 2008 projects. They are organized by the agency responsible for conducting them.

Chapters 4 through 7 contain project descriptions and detailed budget information for all work being conducted by CTPS and MAPC on behalf of the MPO, and for transportation projects being conducted by CTPS on behalf of the individual transportation planning entities mentioned on page ES-1.

Chapter 8 gives budget summaries of the projects included in Chapters 4 through 7 and other information about the status of federal funding in this UPWP. It is intended to provide federal and state officials with information necessary for funding approval and contract administration.

Appendix A presents brief summaries of project information for other, non-MPO transportation planning projects that will be conducted in the Boston region. These projects have separate review and approval processes and are outside the purview of the MPO. They are included in the UPWP to provide a more comprehensive picture of what is being planned for the region and to ensure that MPO planning efforts within the region are coordinated with other ongoing work.

Appendix B describes the public participation process used for the development of the draft UPWP and the public workshops that were held during its 30-day public review period. It also presents a summary of the written comments on the document that were received during its review period and the MPO's responses to them.

Appendix C is a glossary of acronyms and transportation terms. An effort has been made to define such terms not only in the glossary but also the first time they appear in a chapter.

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## 1 THE TRANSPORTATION PLANNING AND PROGRAMMING PROCESS IN THE BOSTON REGION MPO AREA

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This chapter is intended to give the reader an understanding of how the transportation planning process is conducted in the Boston Region Metropolitan Planning Organization (MPO) area, including the federal requirements that govern the process, the funding sources used to carry it out, and the implementation of the process from concept to completion.

Section 134 of the Federal-Aid Highway Act and Section 5303 of the Federal Transit Act, as amended, require that urbanized areas, to be eligible for federal funds, conduct a continuing, cooperative, and comprehensive transportation planning process (3C process) resulting in plans and programs consistent with the planning objectives of the metropolitan area.

### THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

The Boston Region MPO area consists of the 101 cities and towns in the map on the back side of the cover of this document. Its members are the commonwealth's Executive Office of Transportation and Public Works; the cities of Boston, Newton, and Salem, and Somerville; the towns of Bedford, Framingham, and Hopkinton; the Massachusetts Bay Transportation Authority; the Massachusetts Bay Transportation Authority Advisory Board; the Massachusetts Highway Department; the Massachusetts Port Authority; the Massachusetts Turnpike Authority; and the Metropolitan Area Planning Council. In addition, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Regional Transportation Advisory Council participate in the MPO as advisory (nonvoting) members.

- The *Executive Office of Transportation and Public Works (EOTPW)*, under Chapter 6A of the Massachusetts General Laws (MGL), serves as the principal agency for developing, coordinating, administering, and managing transportation policies, planning, and programs related to design, construction, maintenance, and operations. The agency also is responsible for supervising and managing the Massachusetts Highway Department (including all state agencies within that department), the Massachusetts Aeronautics Commission, the Massachusetts Bay Transportation Authority, the Massachusetts Turnpike Authority, the Massachusetts Port Authority, and the commonwealth's regional transportation authorities.

Chapter 6A of the MGL also established an Office of Transportation Planning within the EOTPW to serve as the principal source of planning for state-level transportation projects and to work in coordination with the commonwealth's regional planning agencies, which serve as the principal source of planning for local and regional transportation projects.

- The *Massachusetts Bay Transportation Authority (MBTA)* has the statutory responsibility within its district, under the provisions of Chapter 161A of the MGL, of preparing the engineering and architectural designs for transit development projects, constructing and

operating transit development projects, and operating the public transportation system. The MBTA district comprises 175 communities, including all 101 cities and towns of the Boston Region MPO area. The MBTA board of directors consists of a chairman and eight other directors, appointed by the governor. The MBTA will provide general transit planning in support of the projects in this Unified Planning Work Program (UPWP).

- The *Massachusetts Bay Transportation Authority Advisory Board* was created by the Legislature in 1964 through the same legislation that created the MBTA; this legislation was updated as part of Chapter 127 of the Acts of 1999. The Advisory Board consists of representatives of the 175 cities and towns that compose the MBTA district. Cities are represented by either the city manager or mayor, and towns by the chairperson of the board of selectmen. Specific responsibilities of the Advisory Board include approval of the Program for Mass Transportation (PMT), review of proposed fare increases, annual review of the MBTA Capital Investment Program, review of the MBTA's documentation of net operating investment per passenger, and approval of the MBTA's operating budget (with the authority to reduce funding items).
- The *Massachusetts Highway Department (MassHighway)* has the statutory responsibility of designing, constructing, operating, and maintaining the commonwealth's roads and bridges and is charged with collaborating with other agencies and authorities in fields related to transportation development, public safety, and security. MassHighway is under the direction of a commissioner who is appointed by the governor.
- The *Massachusetts Port Authority (Massport)* has the statutory responsibility under Chapter 465 of the Acts of 1956, as amended, of planning, constructing, owning, and operating such transportation and related facilities as may be necessary for the development and improvement of commerce in Boston and the surrounding metropolitan area. Massport owns and operates the seaport, the Tobin Bridge, Logan International Airport, and Hanscom Field.
- The *Massachusetts Turnpike Authority (MassPike)* is authorized to own, construct, maintain, improve, repair, operate, and administer the Massachusetts Turnpike and the Metropolitan Highway System (MHS). The MHS, as defined in Chapter 3 of the Acts of 1997, consists of "the integrated system of roadways, bridges, tunnels, overpasses, interchanges, parking facilities, entrance plazas, approaches, connecting highways, service stations, restaurants, tourist information centers, and administration, storage, maintenance, and other buildings that the authority [owns,] constructs, or operates and maintains pursuant to the provisions of this chapter, which consists of the Boston Extension, the Callahan Tunnel, the Central Artery, the Central Artery North Area, the Sumner Tunnel and the Ted Williams Tunnel, and any additional highway, tunnel, and bridge components as the general court may from time to time determine."
- The *Metropolitan Area Planning Council (MAPC)* The *Metropolitan Area Planning Council* is the regional planning agency for the 101 cities and towns in the MAPC/MPO district. It is composed of the chief executive (or her/his designee) of each of the 101 cities and towns in the MAPC district, 21 gubernatorial appointees, and 12 ex officio members. It has statutory responsibility for comprehensive regional planning in the district under Chapter 40B of the MGL. It is the Boston Metropolitan Clearinghouse under Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and Title VI of the Intergovernmental

Cooperation Act of 1968. Also, its district has been designated an economic development district under Title IV of the Public Works and Economic Development Act of 1965, as amended. MAPC's responsibilities for comprehensive planning include responsibilities in the areas of technical assistance to communities, transportation planning, and the development of zoning, land use, demographic, and environmental studies.

- The *City of Boston*, *three elected cities (currently Newton, Salem, and Somerville)*, and *three elected towns (currently Bedford, Framingham, and Hopkinton)* represent the region's 101 municipalities in the Boston Region MPO. The City of Boston is a permanent MPO member; the six elected municipalities serve staggered three-year terms as established in the MPO's Memorandum of Understanding, endorsed in December 2001.

Three other members participate in the Boston Region MPO in an advisory (nonvoting) capacity, reviewing the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), and the UPWP to ensure compliance with federal planning and programming requirements:

- The *Federal Highway Administration* and *Federal Transit Administration* oversee the highway and transit programs of the U.S. Department of Transportation under pertinent legislation and the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- The *Regional Transportation Advisory Council*, the MPO's citizen advisory group, provides the opportunity for organizations and municipal representatives to become actively involved in the decision-making processes of the agencies that plan and program transportation services in the region. The Advisory Council reviews, comments on, and makes recommendations regarding certification documents. It also serves as a forum for identifying issues and alternatives, advocates solutions to the region's transportation needs, and generates interest and knowledge among the general public.

Three other entities assist MPO members in carrying out the responsibilities of the MPO's 3C planning process through policy implementation, technical support, and public participation:

- The *Transportation Planning and Programming Committee*, acting on behalf of the MPO members, meets regularly to provide ongoing coordination of planning efforts taking place within the region. It consists of a representative from each MPO member, with the EOTPW representative serving as chairperson. The committee is responsible for managing the certification process, making recommendations to the MPO, and supervising MPO operations by providing direction to the Central Transportation Planning Staff (CTPS). This includes overseeing the work described in this UPWP and approval of CTPS's hirings of professional staff. The Advisory Council is a voting member of this committee.
- The *Central Transportation Planning Staff (CTPS)* was created by the MPO to carry out general and 3C transportation planning activities behalf of the MPO and to provide agencies with analyses required for the work described in this document.
- The *MAPC subregional groups (SRGs)* bring together representatives (usually appointed or elected officials or their staff) of the communities within a subregion of the MAPC district to

address shared concerns regarding transportation and land use. MAPC has promoted and supported the formation of SRGs in order to foster better communication and cooperation among communities. They have played an important role in the MPO's participatory process, including the development of TIP and UPWP project priorities.

## **THE TRANSPORTATION PLANNING PROCESS**

The Boston Region MPO is responsible for carrying out the 3C planning process in the Boston region and has established the following objectives for the process:

- To identify transportation problems and develop possible solutions to them
- To strike a balance between short-range and long-range considerations, so that beneficial incremental actions undertaken now reflect an adequate understanding of probable future consequences and possible future options
- To take into account both regional and local considerations, and both transportation and nontransportation objectives and impacts, in the analysis of project issues
- To assist implementing agencies in putting policy and project decisions into effect in a timely fashion, with adequate consideration of environmental, social, fiscal, and economic impacts and with adequate opportunity for participation by other agencies, local governments, and the public
- To assist implementing agencies in assigning priorities to transportation activities in a manner consistent with the region's needs and resources
- To maintain MPO compliance with the requirements of SAFETEA-LU, the Americans with Disabilities Act (ADA), the Clean Air Act (CAA), the Civil Rights Act of 1964, Executive Order 12898 (regarding environmental justice), Executive Order 13166 (regarding outreach to populations with limited English proficiency), and Executive Order 13330 (regarding the coordination of human service transportation)

## **THE UPWP PROJECT SELECTION PROCESS**

Each year the MPO considers projects for inclusion in the annual update of the UPWP through its UPWP Subcommittee, which was established by the Transportation Planning and Programming Committee. Typically, after determining which projects in the previous fiscal year's UPWP will be carried forward into the next UPWP, MPO staff review the Regional Transportation Plan, the PMT, recommendations of the Mobility Management System report, and letters received during the comment period on the previous UPWP to generate potential new projects to be considered for the new UPWP.

This year, staff took a needs-based approach by visiting MAPC's eight subregional groups and engaging them in a conversation about the safety and mobility problems people experience in their particular area, using maps to identify specific locations and gathering as much information about the problem as possible (e.g., time of day, existing conditions, etc.). Staff prepared for these meetings by becoming familiar with the details of previous and ongoing studies in the

subregions as well as Mobility Management System data and recommendations, issues identified during the development of JOURNEY TO 2030, and projects included in the TIP for each subregion. As part of this process, staff developed and distributed subregion-specific instruments in advance of the meetings to help the groups focus on the nature of their particular problems and needs.

Following the conclusion of the dialogues with each subregion, staff assessed what was learned and reported back to the UPWP Subcommittee with detailed recommendations for possible studies that included a solid identification of specific needs that could be addressed by studies. These recommendations were developed using a multimodal approach so that the needs of all users were addressed.

The subcommittee met three times to evaluate the project ideas presented by staff and a recommendation from the Transportation Planning and Programming Committee to set aside funding for a regional household survey (see Chapter 7). The subcommittee then recommended a program of projects for inclusion in the draft fiscal year (FFY) 2007 UPWP that was based on the availability of funding, planning priorities, state and federal guidelines, and other considerations, described below. The Transportation Planning and Programming Committee approved the recommendations of the UPWP Subcommittee on July 19, 2007.

### **Consistency with Federal Planning Regulations**

*The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*

This legislation requires all MPOs to carry out the 3C process. Activities the MPOs must perform to meet this requirement are:

- Production of the RTP, the TIP, and the UPWP
- Establishment and oversight of the public participation process
- Maintenance of transportation models and data resources to support air quality conformity determinations as well as long-range and short-range planning efforts

### **Consistency with Other Federal Legislative Requirements**

*Title VI of the 1964 Civil Rights Act, Executive Order 12898, Executive Order 13166, and Executive Order 13330*

Title VI of the 1964 Civil Rights Act forbids federal agency discrimination on the basis of race, color, national origin, age, sex, disability, or religion. This act and subsequent legislation and implementing regulations provide that persons may not be excluded, denied benefits, or discriminated against on these bases. This applies to all U.S. Department of Transportation programs, policies, and activities. It is the foundation of current environmental justice policies and regulations.

Executive Order 12898, dated February 11, 1994, expands upon Title VI, requiring each federal agency to achieve environmental justice by identifying and addressing any disproportionately

high adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority or low-income populations.

On April 15, 1997, the U.S. Department of Transportation issued its Final Order to Address Environmental Justice in Minority Populations and Low-Income Populations. Among other provisions, this order requires programming and planning activities to:

- Explicitly consider the effects of transportation decisions on minority and low-income populations
- Provide meaningful opportunities for public involvement by members of minority and low-income populations
- Gather (where relevant, appropriate, and practical) demographic information such as the race, color, national origin, and income level of the populations affected by transportation decisions
- Minimize or mitigate any adverse impact on minority or low-income populations

Executive Order 13166, of August 11, 2000, is intended to ensure compliance with Title VI of the Civil Rights Act of 1964 by specifically calling for improved access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, have limited English proficiency (LEP). To comply with the order, MPOs are required to develop and implement a system by which LEP persons can meaningfully participate in the transportation planning process.

Executive Order 13330, of February 26, 2004, calls for the establishment of the Interagency Transportation Coordinating Council on Access and Mobility under the aegis of the Secretary of Transportation. This order charges the Council with developing policies and methods for improving access for persons with disabilities, low-income persons, and older adults.

### *The 1990 Clean Air Act*

Conformity determinations must be performed for capital improvement projects that receive federal funding and for those that are considered regionally significant, regardless of the funding source. These determinations must show that the MPO's RTP and TIP will not cause or contribute to any new air quality violations, will not increase the frequency or severity of any existing air quality violations in any area, and will not delay the timely attainment of the air quality standards in any area.

Transportation control measures (TCMs) identified in the State Implementation Plan (SIP) for the attainment of air quality standards are federally enforceable and must be given first priority when using federal funds. Such projects include parking freeze programs in Boston and Cambridge, statewide rideshare regulations, rapid transit and commuter rail extension programs, park-and-ride facilities, residential parking sticker programs, and the operation of high-occupancy-vehicle lanes.



### *The Americans with Disabilities Act*

Title III of the Americans with Disabilities Act requires all transportation projects, plans, and programs to be accessible to people with disabilities. At the MPO level, this means that public meetings must be held in accessible buildings and MPO materials must be made available in accessible formats.

### **Consistency with Federal Planning Factors**

Each year the FHWA and FTA identify planning emphasis areas to promote priority themes for consideration, as appropriate, in the transportation planning process. In addition to FHWA and FTA guidance to MPOs that they should continue to enhance their technical capacity and to develop and implement strategies to address environmental justice and LEP issues, the following SAFETEA-LU planning factors were identified:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and nonmotorized users
- Increase the security of the transportation system for motorized and nonmotorized users
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system operation and management for both the transit and highway networks
- Emphasize the preservation of the existing transportation system
- Address safety and security issues in the transportation planning process
- Enhance the technical capacity of the planning process

Projects specifically relating to these planning factors are identified in Chapters 4 through 7. A summary of the amount of money being spent for these projects can be found in Chapter 8.

### **Coordination with Other Planning Activities**

#### *Regional Transportation Plan*

The MPO considered the degree to which a proposed UPWP project would forward the policies that guided the development of its RTP. The MPO also reviewed UPWP projects within the context of the recommended projects included in the RTP.

### *Mobility Management System (MMS) Program*

The purpose of the MMS program (formerly known as the Congestion Management System program [CMS]) is to monitor transit, roadway, and park-and-ride facilities in the MPO region and identify “problem” locations. Projects that help address problems identified in the latest CMS report were considered for inclusion in this UPWP.

### *The MBTA Program for Mass Transportation (PMT)*

In May 2003, the MBTA adopted its current PMT, which is the MBTA’s long-range capital plan. The PMT was developed with extensive public involvement and approved by the MBTA Advisory Board. The PMT includes projects currently under study in this UPWP, and it also identifies potential studies for inclusion in a future UPWP. In addition, this UPWP includes funding for the development of the next PMT, which is currently underway.

The figure on the following page depicts how the UPWP relates to the above planning activities. In addition, this coordination is identified in the project listings shown in chapters 4 through 8.

### **Consistency with MPO Policies**

In choosing projects for inclusion in the UPWP, the UPWP Committee considers the degree to which a project forwards the following MPO policies, which were adopted in January 2006:

#### *System Preservation, Modernization, and Efficiency*

To emphasize the preservation, modernization, and efficiency of the existing transportation system, the MPO will:

- A. Put priority on projects that maintain, repair, and modernize existing infrastructure.
- B. Set funding goals for maintaining the system.
- C. Make investments that maximize the efficiency, effectiveness, reliability, and flexibility of the existing transportation system.
- D. Encourage and support, through planning and programming, projects and programs that improve the operation of the existing transportation system through the use of Intelligent Transportation Systems (ITS), new technologies, and transportation systems management (TSM).

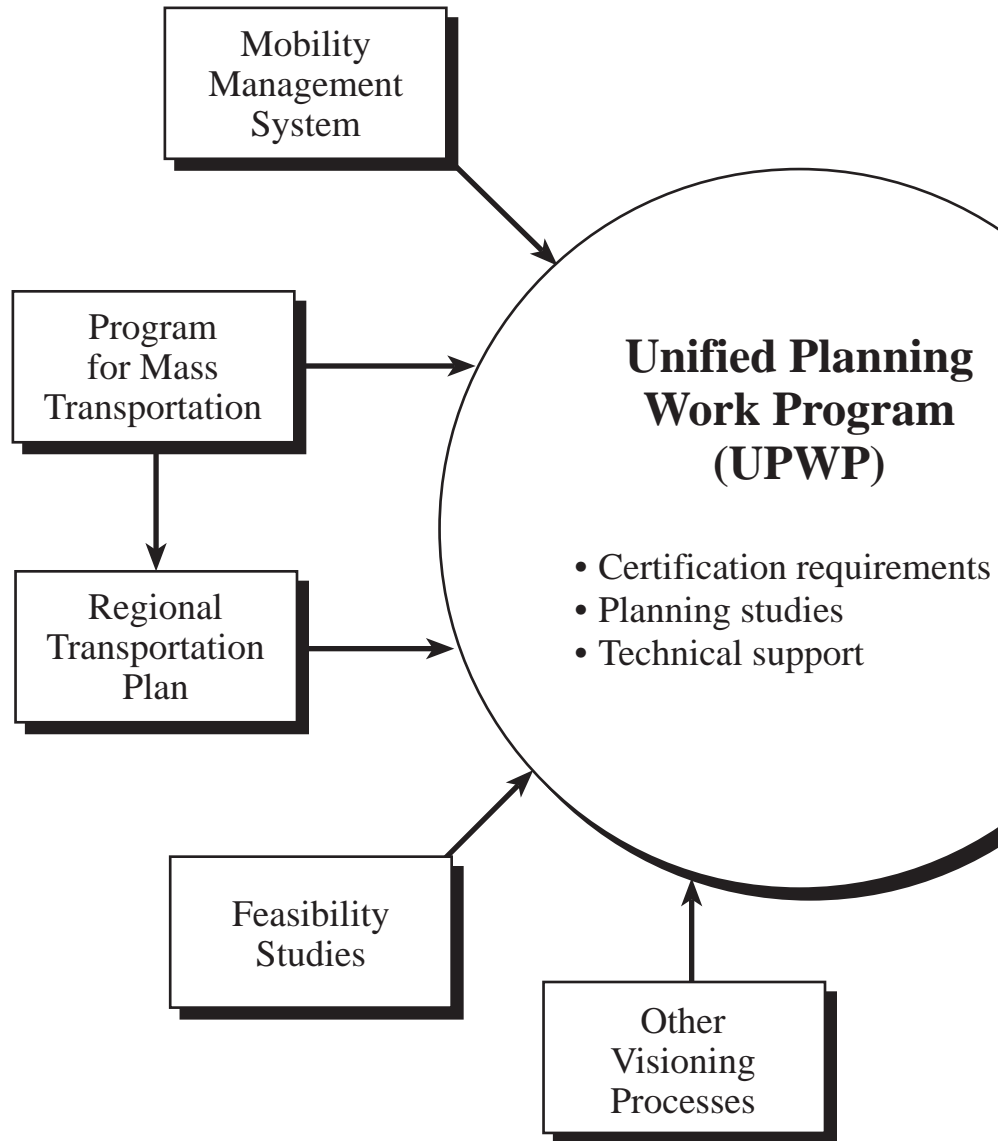
#### *Mobility*

To improve mobility for people and freight, the MPO will:

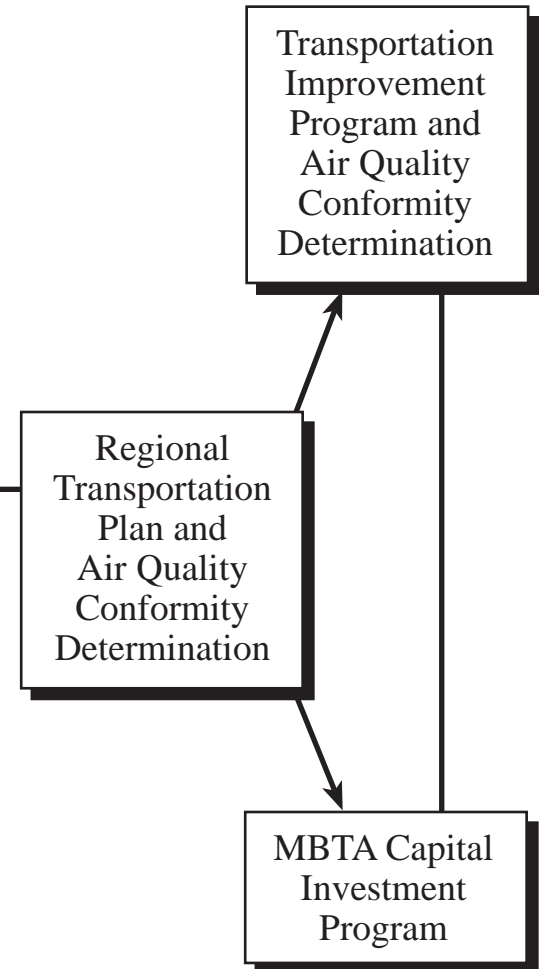
- A. Put a priority on projects and programs that increase the availability of transportation options for people and freight by improving connections, access to and within the system, services, and infrastructure to meet needs.
- B. Support projects and programs that improve public transportation service by making it faster, more reliable, and more affordable.
- C. Consider how an improvement to a single mode can make the entire system work better.

# Relationship of UPWP to Other Transportation Planning Documents

## INPUTS



## OUTPUTS



- D. Fund projects that expand the existing transportation system's ability to move people and goods in areas identified in the Boston Region Mobility Management System, the MBTA Program for Mass Transportation, the MPO's Regional Equity Program, MPO and EOTPW freight studies, and through public comment. This includes encouraging options that manage demand. Adding highway capacity by building general-purpose lanes should be considered only when no better solution can be found and should be accompanied by proponent commitments, developed in the environmental review process, to implement TDM measures.
- E. Assist agencies and communities in planning and implementing projects that provide bicycle and pedestrian routes, networks, and facilities.
- F. Support programs that meet public transportation needs in suburban communities, including improving access to existing public transportation and partnering with others to initiate new intrasuburban services linking important destinations.
- G. Provide better access for all to transportation throughout the region, including for our youth, elderly and people with disabilities, and members of zero-vehicle households. This includes identifying and addressing structural and operational barriers to mobility.
- H. Develop a multimodal, comprehensive plan for freight movement that includes an evaluation of freight infrastructure needs and access to intermodal facilities (air, road, rail, and water).

#### *Environment*

To minimize transportation-related pollution or degradation of the environment; promote energy conservation; support preservation of natural resources and community character; and advance sustainability, regional environmental benefits, and health-promoting transportation options, the MPO will:

- A. Give priority to projects that maintain and improve public transportation facilities and services so as to increase public transportation mode share and reduce reliance on automobiles.
- B. Give priority to projects that reduce congestion or manage transportation demand to improve air quality.
- C. Support, through planning and programming, projects that make transportation in the region more sustainable.
- D. Promote the use of low-polluting or alternative fuels, efficient engine technology, or other new, viable technology and resource protections.
- E. Consider environmental issues during project selection; in particular, air quality and reduction of pollutants (carbon monoxide [CO], nitrous oxide [NO<sub>x</sub>], volatile organic compounds [VOCs], particulates, and carbon dioxide [CO<sub>2</sub>]), water resources (soil and water contamination, stormwater management, and wetlands impacts), greenfields and open space, and wildlife and ecosystems; and value those that reduce negative impacts.
- F. Recognize value in transportation projects that preserve natural and cultural resources, including visual, historic, aesthetic, noise, community cohesiveness, and local quality of life values.

- G. Recognize, in evaluations, projects that respect community character in their purpose and design.
- H. Consult with environmental and cultural resource agencies and entities on environmental effects, particularly through the existing National Environmental Policy Act (NEPA) and Massachusetts Environmental Policy Act (MEPA) processes.
- I. Encourage, through planning and programming, transportation choices that promote a healthy lifestyle such as walking and bicycling.

#### *Safety and Security*

To improve safety and security for all transportation system users and prepare the transportation system for its role in emergency response preparedness, the MPO will:

- A. Support designs and fund projects and programs that address safety problems and enhance safe travel for all system users. This includes designs and projects that encourage motorists, public transportation riders, bicyclists, and pedestrians to share the transportation network safely.
- B. Support, through planning and programming, the installation, operation, upgrading, and timely maintenance of system infrastructure, including ITS, to provide for safety and security.
- C. Participate in regional planning for safety and security initiatives, such as evacuation and contingency measures, and homeland security.

#### *Regional Equity*

To promote the equitable sharing of the transportation system's benefits and burdens, and incorporate environmental justice principles into transportation planning and programming activities, the MPO will:

- A. Continue the outreach to communities with a high proportion of low-income and minority residents to identify transportation needs.
- B. Assess regional equity by analyzing mobility, accessibility, and congestion for communities with a high proportion of low-income and minority residents.
- C. Fund projects that address identified regional equity issues and needs.

#### *Land Use and Economic Development*

To promote the integration of land use, economic development, and transportation planning to achieve efficiencies; benefits for mobility and the environment, including sustainable communities and transportation; and stronger economic opportunities, the MPO will:

- A. Link transportation planning with land use and economic development plans, particularly in areas identified for economic development by state, regional, and local planning.
- B. Make transportation investments where existing or planned development will encourage public transportation use, walking, and bicycling.
- C. Give priority to projects in areas identified in local and regional plans as being suitable for concentrated development and/or redevelopment, including brownfield redevelopment; support initiatives that increase sustainability.

- D. Consider both existing development and densities in transportation decision-making and give priority to projects that support them.
- E. Consider the appropriate use and maintenance of transportation rights-of-way to maximize public benefits.
- F. Put priority on transportation investments related to existing centers of economic activity; or to areas with adequate water and sewer infrastructure; or to municipal centers or areas targeted for economic development.

## **Other Considerations**

The commonwealth has established two core transportation policies to be integrated into the transportation planning process. The “Fix It First” and “Communities First” policies help to integrate the diverse needs for housing, jobs, and transportation, and for historic, cultural, and natural resources by promoting the coordination and cooperation of all agencies, investing funds in “smart growth” and sustainable development, and giving priority to investments that will deliver living-wage jobs, transit access, housing, open space, and community-serving enterprises.

Lastly, selection of projects for the UPWP also takes into consideration the availability of CTPS time and the impact of new projects on the MPO’s existing work program and the availability of funds for a project’s design and construction. Projects which have design and construction funds readily available are given priority.

## **FUNDING THE PROJECTS**

The funding for the projects included in this UPWP (presented in chapters 4 through 7) comes from a variety of federal and state sources, as described below. The source of funds has important implications with regard to which agency or organization is responsible for programming them as well as the MPO’s vote to approve both the UPWP and the subsequent work scopes for the projects included in it. The purview of the MPO’s vote is included in each of the funding descriptions.

*FHWA 3C Planning (PL)/EOTPW Local Match* These are FHWA planning funds distributed to MassHighway, according to an allocation formula established by federal legislation, to carry out the 3C planning process. MassHighway distributes these funds to Massachusetts MPOs according to a formula based on population. The FY 2008 3C PL funding allocation for the Boston Region MPO is \$3,184,565, which includes \$636,915 in state matching funds. The MPO votes on both the use of funds and the use of MPO staff for projects in this funding category.

*FHWA/MassHighway Statewide Planning and Research (SPR)/EOTPW Local Match* As in the case of 3C PL funds, FHWA provides SPR funds to MassHighway according to a distribution formula. MassHighway uses these funds to carry out planning and research projects throughout the state. This UPWP contains only SPR projects that will be conducted in the Boston Region MPO area. However, MassHighway provides a complete listing of how these funds are distributed statewide in a document called the SPR Transportation Planning Work Program. SPR

funds in the amount of \$786,200 (including (\$157,240 in state matching funds) are programmed in this UPWP for projects to be conducted by MPO staff. The MPO's role is to approve use of MPO staff for projects in this category and to make recommendations on work scopes for implementing them. The MPO's role in these projects is crucial to the 3C process because it provides an opportunity to coordinate projects with other, related transportation work efforts that may be planned for the same area.

*FTA/EOTPW, MBTA, and MAPC Local Match* FTA provides 3C planning funds for transit projects to MPOs under Section 5303 of the Federal Transit Act. These funds require a local match, are distributed according to an allocation formula, and are administered by MAPC. The allocation in this UPWP, including the total local match for FFY 2008, is \$ 1,919,385 for projects to be conducted by MPO staff, the MBTA, and by MAPC, on behalf of the MPO. As with the FHWA 3C PL funds, the MPO votes on both the use of these funds and the use of MPO staff on projects in this category. This UPWP also includes \$87,900 in FFY 2007 Section 5303 funds being carried over by the MBTA.

*MBTA* The MBTA provides \$1,178,200 in funding for this UPWP for transit projects to be conducted by MPO staff. As in the case of the SPR funds described above, the MPO's role is to approve the use of MPO staff time for these projects and to make recommendations on the work scopes for implementing them.

*EOTPW* Two projects related to the SIP, mentioned earlier in this chapter, are included this UPWP: Green Line Extension Environmental Review Support, and Red Line–Blue Line Study Support. The 2007 Emergency State Transportation Bond Bill will provide the \$265,000 in funding necessary to advance these projects in this UWP.

*Other* This UPWP also includes \$155,000 in funding from other sources for work being conducted by MPO staff for EOTPW's Office of Transportation Planning, Massport, and the National Park Service. In addition, \$350,000 in discretionary grant funds under the FTA Alternatives Analysis Program are included. The MPO's role is to vote to approve the use of MPO staff time for these projects and to make recommendations on the work scopes for implementing them.

## **MONITORING THE PROJECTS**

The following procedures for monitoring the projects in this UPWP were approved by the MPO's Transportation Planning and Programming Committee:

- *A project work scope* must be approved by the Transportation Planning and Programming Committee prior to the start of any CTPS project activity.
- *Monthly progress reports* on all active projects must be submitted to the respective funding agency by CTPS and/or MAPC. The reports must include the following information for each project:
  - The objectives that had been set for each reporting period
  - The accomplishments of the period

- Any previous objectives that were not met, including the reasons why and the impact on the project and related projects
  - Any change to the scope, the amount of additional funding necessitated by the change, and the proposed funding source
  - The percentage of the project's work scope completed and the percentage of the project's budget expended
- *A UPWP Status Report* is presented quarterly by CTPS to the Transportation Planning and Programming Committee's UPWP Subcommittee. It compares the UPWP project budgets with actual project spending. The subcommittee then recommends necessary adjustments to the UPWP project budgets to the Transportation Planning and Programming Committee.
  - *Transportation Planning and Programming Committee approval* for release of a project's work products is based on whether the objectives stated in the work scope were met, whether the stated deliverables were produced, and whether the project schedule and budget were adhered to.

#### **AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS TO THE UPWP**

Amendments may be made to the UPWP, when necessary, throughout the year. If an amendment is under consideration, Advisory Council member entities and other interested parties, including any affected communities, are notified. Legal notice is placed in the region's major daily newspaper and posted on the MPO's Web site at least 30 days in advance of MPO action. Citizens may attend and present comments at the Transportation Planning and Programming Committee and MPO meetings at which amendments are discussed. Administrative modifications are rare and are only likely to occur in the event of an emergency or to take advantage of an extraordinary funding opportunity.



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## **2 STATUS OF THE FEDERAL FISCAL YEAR 2007 UPWP PROJECTS CONDUCTED BY BOSTON REGION MPO STAFF**

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During federal fiscal year (FFY) 2007, 66 projects were expected to be conducted by the Central Transportation Planning Staff (CTPS) of the Boston Region Metropolitan Planning Organization (MPO) and by the Metropolitan Area Planning Council (MAPC) on behalf of the MPO. For the purpose of reporting here on the status of these projects, they have been divided into four categories:

- *Completed* – These projects are either already completed or expected to be completed by October 1, 2007, when this document goes into effect.
- *Continuing* – This is one of two categories of projects that continue from FFY 2007 into FFY 2008. It is distinctly different than the similar category, “ongoing” (described below), in that it covers planning studies that have specific start and end dates. The percentage completed as of October 1, 2007, for these projects is included in the project descriptions presented in Chapters 6 and 7.
- *Inactive* – Contrary to expectations when the FFY 2007 UPWP was being developed, work on these projects did not begin during FFY 2007.
- *Ongoing* – These projects support and continue the transportation planning process from year to year and thus have no start or end date.

The tables on the following pages list FFY 2007 projects by category and their budgets for that year. Following the tables is a complete listing of MPO work products resulting from the FFY 2007 UPWP. Information is provided on how to obtain copies of reports approved by the MPO’s Transportation Planning and Programming Committee.

**COMPLETED FFY 2007 UPWP PROJECTS WITH BUDGETS AND FUNDING SOURCES**

	<b>MPO Highway (3C PL)</b>	<b>Mass- Highway (SPR)</b>	<b>MPO Transit (\$5303)</b>	<b>MBTA (\$5303)</b>	<b>MBTA</b>	<b>EOT/ Other</b>	<b>Total</b>
2006-07 I-93 North and Southeast Xway HOV Lane Monitoring		42,000					42,000
Bicycle/Pedestrian Improvements in Town Centers	7,000						7,000
General Development and Planning Activities	20,100		4,900				25,000
MBTA 2006 National Transit Database: Directly Operated					3,700		3,700
MBTA 2006 National Transit Database: Purchased Bus					1,000		1,000
MBTA 2007 National Transit Database: Directly Operated					60,300		60,300
MBTA Bus Deployment Study					37,000		37,000
MBTA Bus Service Data Collection IV					119,200		119,200
MBTA Potential Fare Increase Analysis					2,700		2,700
Route 2/Alewife Brook Parkway Traffic Study	46,000						46,000
Routes I-93/24 Interchange Improvements	55,900						55,900
Routes I-93/I-95 Woburn/Reading Interchange Alternatives		10,000					10,000
Silver Line Phase II Before-and-After Study					50,000		50,000
<b>Subtotal</b>	\$129,000	\$52,000	\$4,900		\$273,900		\$459,800

**CONTINUING FFY 2007 UPWP PROJECTS WITH BUDGETS AND FUNDING SOURCES**

	<b>MPO Highway (3C PL)</b>	<b>Mass- Highway (SPR)</b>	<b>MPO Transit (\$5303)</b>	<b>MBTA (\$5303)</b>	<b>MBTA</b>	<b>EOT/ Other</b>	<b>Total</b>
Belmont, Lexington, and Waltham Subarea Study	40,000						40,000
Bicycle/Pedestrian Mobility in Urban Centers	74,300						74,300
Fitchburg Commuter Rail Line Corridor Study						59,000	59,000
Green Line Extension Environmental Review Support		50,000					50,000
I-495 Corridor Transportation Study		75,000					75,000
Massport Transportation Studies						85,000	85,000
MBTA 2007 National Transit Database: Purchased Bus					26,600		26,600
MBTA 2008 National Transit Database: Directly Operated					13,600		13,600
MBTA 2008 National Transit Database: Directly Operated					7,300		7,300
MBTA Bus Service Data Collection V					335,700		335,700
MBTA Program for Mass Transportation			75,000		159,000		234,000
MBTA Regional Transit Parking Demand Study				80,000			80,000
MBTA Transit Signal Priority Study	39,200		39,600				78,800
Newton Corner Rotary, Phase II	50,000		25,000				75,000
North Shore Improvements DEIS ( <i>Funding to be determined</i> )							
Regional Household Travel Survey	25,000		25,000				50,000
Regionwide Suburban Transit Opportunities			45,000				45,000
Route 60, Malden and Medford, Mobility Improvement Study	13,000		12,000				25,000

**CONTINUING FFY 2007 UPWP PROJECTS WITH BUDGETS AND FUNDING SOURCES**

	<b>MPO Highway (3C PL)</b>	<b>Mass- Highway (SPR)</b>	<b>MPO Transit (\$5303)</b>	<b>MBTA (\$5303)</b>	<b>MBTA</b>	<b>EOT/ Other</b>	<b>Total</b>
Safety & Operational Improvements at Selected Locations	60,000		15,000				75,000
Silver Line Project Support					90,600		90,600
Urban Ring Phase 2 Revised DEIR/DEIS Support		250,000					250,000
<b>Subtotal</b>	<b>\$301,500</b>	<b>\$375,000</b>	<b>\$236,600</b>	<b>\$80,000</b>	<b>\$632,800</b>	<b>\$144,000</b>	<b>\$1,769,900</b>

**INACTIVE FFY 2007 UPWP PROJECTS WITH BUDGETS AND FUNDING SOURCES**

	<b>MPO Highway (3C PL)</b>	<b>Mass- Highway (SPR)</b>	<b>MPO Transit (\$5303)</b>	<b>MBTA (\$5303)</b>	<b>MBTA</b>	<b>EOT/ Other</b>	<b>Total</b>
Lowell National Park Trolley Extension Study Support						70,000	70,000
MBTA ITS Architecture				50,000			50,000
SEPP/Fall River New Bedford Project						25,000	25,000
<b>Subtotal</b>				\$50,000		\$95,000	\$145,000

**ONGOING FFY 2007 UPWP PROJECTS WITH BUDGETS AND FUNDING SOURCES**

	<b>MPO Highway (3C PL)</b>	<b>Mass- Highway (SPR)</b>	<b>MPO Transit (\$5303)</b>	<b>MBTA (\$5303)</b>	<b>MBTA</b>	<b>EOT/ Other</b>	<b>Total</b>
3C Planning Process and Public Outreach Activities	430,900		207,300				638,200
Air Quality Conformity Determinations	9,000		3,800				12,800
Air Quality Support Activities	41,400		20,400				61,800
Alternative-Mode Planning and Coordination	61,300		69,000				130,300
Assistance to MBTA Development				97,500	60,000		157,500
Bicycle/Pedestrian Studies	77,200						77,200
Boston Region MPO Title VI Reporting			40,100				40,100
Computer Resource Management	215,800		93,200				309,000
Corridor/Subarea Studies/Land Use	40,200		39,900				80,100
Data Resources Management	251,300		109,200				360,500
Direct Support	57,500	72,500	31,500				161,500
Disability Access Support			61,800				61,800
Land Use Development Project Reviews	59,400		23,000				82,400
MBTA Rider Oversight Committee Support					36,500		36,500
MBTA Service Benchmarking				35,000			35,000
Mobility Assistance Program and §5310 Review			1,000				1,000
Mobility Management System Monitoring Program	279,800						279,800
MPO/MAPC Liaison and Support Activities	111,700		52,700				164,400

**ONGOING FFY 2007 UPWP PROJECTS WITH BUDGETS AND FUNDING SOURCES (CONT.)**

	<b>MPO Highway (3C PL)</b>	<b>Mass- Highway (SPR)</b>	<b>MPO Transit (\$5303)</b>	<b>MBTA (\$5303)</b>	<b>MBTA</b>	<b>EOT/ Other</b>	<b>Total</b>
Regional Equity/Environmental Justice Support	61,000		24,700				85,700
Regional Model Enhancement	217,000	155,000	93,000				465,000
Regional Transportation Plan	127,300		62,700				190,000
Regional Vision: MetroFuture	119,600		19,700				139,300
Statewide Planning Assistance		271,500					271,500
Subregional Support Activities	76,800		41,900				118,700
Transportation Improvement Program (CTPS)	89,600		44,300				133,900
Transportation Improvement Program (MAPC )	37,200		20,900				58,100
Travel Operations Analysis			18,000				18,000
Unified Planning Work Program (CTPS)	34,500		17,000				51,500
Unified Planning Work Program (MAPC)	13,800		1,500				15,300
<b>Subtotal</b>	\$2,412,300	\$499,000	\$1,096,600	\$132,500	\$96,500		\$4,236,900
<b>Total</b>	\$2,842,800	\$926,000	\$1,338,100	\$262,500	\$1,003,200	\$239,000	\$6,611,600

## **WORK PRODUCTS OF THE FFY 2007 UPWP**

Listed below are the reports, memoranda, and other MPO work products that were associated with the projects in the FFY 2007 UPWP. Memoranda and other work products are produced for the client agency. Reports and certification documents, however, are available at the State Transportation Library. They may also be requested by contacting CTPS at (617) 973-7100 (voice), (617) 973-7089 (TTY), or [bostonmpo@ctps.org](mailto:bostonmpo@ctps.org) (e-mail). Many of these work products are available for downloading from the MPO's Web site, [www.bostonmpo.org](http://www.bostonmpo.org).

### **MPO Certification Documents**

Air Quality Conformity Determination of the 2007 Regional Transportation Plan and the Federal Fiscal Years 2008–11 Transportation Improvement Program (pending approval)

Boston Region Metropolitan Planning Organization Public Participation Program

Federal Fiscal Years 2007–10 Transportation Improvement Program Amendments

Federal Fiscal Years 2008–11 Transportation Improvement Program (TIP) and Determination of Air Quality Conformity

Federal Fiscal Year 2008 Unified Planning Work Program (pending approval)

JOURNEY TO 2030 Transportation Plan of the Boston Region Metropolitan Planning Organization

### **CTPS Reports**

Bicycle and Pedestrian Improvements in Town Centers

Boston Region Freight Study

Boston Region Metropolitan Planning Organization Title VI Report

Buzzards Bay Commuter Rail Extension Feasibility Study

Feasibility Study for a Proposed Extension of the Bruce N. Freeman Memorial Path in Sudbury and Framingham

MBTA Title VI Report

Safety and Operational Improvements for the I-93/Route 24 Interchange (pending approval)

I-495 Circumferential Transit Study (pending approval)

Regionwide Suburban Transit Opportunities Study, Phase II

Route 2/Route 16 (Alewife Brook Parkway) Eastbound: Traffic Patterns and Alewife Station Parking Garage Survey

Toward a Route 28 Corridor Plan: An Emerging Vision (pending approval)



## **CTPS Technical Memoranda**

MBTA Potential Fare Increase Analysis

Ridership and Passenger-Mile Estimates for Fiscal Year 2006 National Transit Database:  
Directly Operated Bus

Ridership and Passenger-Mile Estimates for Fiscal Year 2006 National Transit Database:  
Purchased Bus

Ridership and Passenger-Mile Estimates for Fiscal Year 2007 National Transit Database:  
Directly Operated Bus

Silver Line, Phase II Before-and-After Study

Work Program for Emissions and Population Densities: A Comparison between  
Environmental Justice and Non-Environmental Justice Neighborhoods (pending  
approval)

## **Other CTPS Work Products**

- 2006–2007 I-93 North and Southeast Expressway High-Occupancy-Vehicle Lane Utilization Documentation
  - Accessible formatting of JOURNEY TO 2030, the Transportation Improvement Program and amendments, the Unified Planning Work Program, and meeting minutes and handouts of the Regional Transportation Advisory Council and Access Advisory Committee to the MBTA (AACT)
  - Bicycle Count Database Maintenance
  - GIS maps, computer map files, databases, and data analyses
  - I-93/I-95 modeling of future year and selected alternative and transit modeling associated with proposed transportation-demand management improvements
  - MBTA bus trip summaries of boardings, alightings, and on-time performance of selected bus routes. Recommendations on service reallocation to respond to demand and improve cost effectiveness
  - MBTA Program for Mass Transportation – Definition of vision, goals, objectives, and evaluation criteria and a list of mobility problem statements
  - MBTA Rapid Transit Counts – Summary of boardings and alightings by time period for Green Line surface stops and Park Street Station
  - MBTA Rider Oversight Committee – Technical assistance and attendance at committee and subcommittee meetings
  - MBTA Service Benchmarking – Documentation of selected level-of-service evaluations for the FFY 2007 MBTA revenue service and amenities
- Mobility Management System – Travel-time runs, data collection, intersection analyses, and documentation of park-and ride lots

- MPO, Transportation Planning and Programming Committee, Regional Transportation Advisory Council, and AACT: meeting minutes, staff support, various memoranda, and database maintenance
- MPO Web site ([www.bostonmpo.org](http://www.bostonmpo.org)) and CTPS intranet site maintenance
- National Transportation Week display materials
- Regional Equity Program – notes on discussions with representatives of low-income and minority neighborhoods
- Suburban Mobility Program – letters of solicitation, applications, and committee support
- TIP project information forms, evaluation criteria and matrices, instructional handbook, briefing books for Municipal Input Day and Agency Input Day, and Web-based data
- Travel-demand forecasting
- *TRANSREPORT*, the MPO's monthly newsletter
- UPWP outreach materials, evaluation criteria, and FFY 2007 UPWP quarterly reports
- Walkable Community Program presentation materials and memoranda
- Work scopes for Transportation Planning and Programming Committee approval

### **MAPC Reports**

- Regional Bicycle Plan

### **Other MAPC Work Products**

- Creation of a GIS coverage and related database of MAPC-reviewed projects and their mitigation commitments
- Database development of community, subregion, and corridor population and employment, and visual displays and analysis of this information
- GIS technical assistance and support for transportation planning in the region
- Implementation of the statewide bicycle and pedestrian plans, and work on bicycle/pedestrian-related issues, including coordination with relevant national, state, and regional organizations
- Interagency coordination, work scopes, participation in advisory and corridor committees, public participation, 2007 MPO elections, and attendance at relevant meetings
- Participation in a variety of specific project reviews and related activities
- Project evaluations and development of new project evaluation tools

- Provision of information to the MAPC Executive Committee, MAPC officers, and MAPC subregional groups on MPO transportation activities and issues
- Preparation of monthly meeting agendas, coordination with transportation agencies, traffic study reviews, reports to the Transportation Planning and Programming Committee, subregion and corridor advisory committee meeting support, and prioritization assistance
- Support and technical assistance in developing and implementing the MPO's Regional Suburban Mobility Improvement Program
- Support for the regional Transportation Demand Management Committee and Transportation Enhancement Selection Committee
- Support for TIP criteria refinement and implementation and for the Transportation Planning and Programming Committee's TIP Criteria Task Force
- Support for UPWP Subcommittee
- Technical assistance for air quality, transportation enhancement, and mobility assistance programs



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### 3 INDEX OF PROJECTS BY AGENCY

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This chapter indexes the projects by the agency responsible for leading the work effort. It is intended both to facilitate finding specific projects in this document and to provide a summary of what parts of this UPWP each agency is conducting.

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Land Use Development Project Reviews	6-10
MPO/MAPC Liaison and Support Activities	5-10
Regional Vision: MetroFuture	6-20
Subregional Support Activities	5-15
Transportation Improvement Program (MAPC)	5-18
Unified Planning Work Program (MAPC)	5-20

**Town of Milton**

East Milton Square Parking Study	A-2
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## 4 ADMINISTRATION AND RESOURCE MANAGEMENT PROJECTS

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Chapters 4 through 7 present project descriptions and budget information for transportation planning work efforts that will be carried out between October 1, 2007, and September 30, 2008. The activities described in these chapters will be conducted by the Central Transportation Planning Staff (CTPS) of the Boston Region Metropolitan Planning Organization, by other agencies acting on behalf of the MPO, or by the Metropolitan Area Planning Council (MAPC).

As described in Chapter 1, the projects in the UPWP are funded by a variety of federal and state sources. Each project description identifies the project's funding source or sources. With respect to funding, there are two types of projects:

- Projects funded with federal 3C planning funds, to be carried out by CTPS or other agencies acting on behalf of the MPO. The MPO programs these funds and approves the use of staff time.
- Projects funded from other sources, both state and federal, to be carried by CTPS for an individual transportation agency. The MPO approves the use of staff time on these projects and provides guidance to the implementing entities on their coordination with other planning efforts.

In reviewing the project listings, it is important to remember that the 3C transportation planning process is a coordinated effort that is often carried out simultaneously by several agencies. For example, when the MBTA hires a consultant to prepare an environmental impact report for a transit project, CTPS may provide the travel-demand and air quality modeling for the consultant and MAPC may perform land use analysis. Thus, if the same project is mentioned in more than one place in this UPWP, it is because of this kind of interagency coordination. To help clarify the distinctions between the various work efforts, cross-referencing is provided, where appropriate, to show the interrelationship among projects.

The administration and resource management projects, presented in this chapter, are:

<b>Project ID #</b>	<b>Project Name</b>	<b>Page</b>
60415–60492	Computer Resource Management	4-2
60110–60600	Data Resources Management	4-3
90000	Direct Support	4-4

## COMPUTER RESOURCE MANAGEMENT

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 60415–60492

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

In order to carry out its functions, CTPS maintains state-of-the-practice computer resources through the following tasks:

**60415 Computer Room Management and Single-User Computer Support:**

- Planning, monitoring, and maintaining computer room space and facilities.
- Performing the purchase and maintenance of CTPS computer hardware, systems and applications software, and any other equipment that supports single-user computers.
- Creating new computer procedures that support CTPS analytical, administrative, and documentation tasks. Maintaining and enhancing computer procedures where program maintenance and enhancement are no longer available from the original vendor.

**60435 Computer Servers and Network Support:**

- Performing the purchase and maintenance of server hardware and systems and application software, as well as any other equipment that supports the use of servers.
- Performing the purchase and maintenance of all CTPS network and communications software, as well as any other equipment that supports the use of network and communications equipment.

**60455 Systems Administration and Other Computer Resources Support:**

- Managing and maintaining hardware and software resources for all CTPS computer systems. Increased emphasis will be given to the security and integrity of all hardware, software, and data resources.
- Assisting staff in the use of computer resources, organizing and distributing vendor-supplied manuals, and, where appropriate, providing written and online user guides for particular resources.
- Purchasing computer-related items, supplies, and equipment, including maintenance contracts for computer resources, where appropriate.

**60492 Computer Resource Planning:** Updating the CTPS Five-Year Plan for Computer Resource Development in coordination with the development of the CTPS budget for the next fiscal year.

**FFY 2008 Activities and Expected Work Products:** Work on these tasks will continue as described above.

**FHWA/FTA Grant Application Task and Element:** 44.26.04

**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$380,900			\$380,900	\$266,000			\$114,300			

## DATA RESOURCES MANAGEMENT

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 60110–60600

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

CTPS provides travel data and analyses at the regional, corridor, and site-specific levels. The variety of tasks encompassed by this work may be grouped within the following categories:

**60110 Resources Management:** CTPS will maintain and improve a database that includes census data; updated travel, infrastructure, and service data; and products of CTPS analysis. CTPS will continue to refine the database for its geographic information system (GIS) and will obtain land use, statewide digital orthophotography, and other data as they become available. Available historical, transportation, land use, and socioeconomic data will also be compiled.

**60120 Travel Data:** Data on travel patterns within the region will be processed and analyzed. Data handled as part of this project include, but are not limited to, ridership survey data, traffic counts, ridership counts, and crash data.

**60130 Socioeconomic Data:** CTPS will continue to process census data and to analyze patterns indicated by historical changes. Web-enabled software and other technical tools to enhance data extraction, analysis, and presentation will also be developed.

**60140 Miscellaneous Data:** Data coming from CTPS surveys and other sources on subjects such as land use, local zoning regulations and other geographic factors, vehicle registration, and transit service will be processed and analyzed.

**60201 Response to Data Requests:** Data will be processed or analyzed upon request to meet the needs of local, state, and federal government agencies and private institutions and firms.

**60600 Geographic Information System/Database Management System (GIS/DBMS):** CTPS will continue to develop databases for use with its GIS/DBMS. CTPS will also coordinate database development and data distribution with state transportation agencies in order to prevent duplication of effort, ensure data quality, and reduce costs. The GIS/DBMS software capabilities will be made available to additional staff through training programs and the development of Web-enabled software applications. Assistance will also be given in identifying aspects of MPO work that can benefit from specific GIS/DBMS capabilities.

**FFY 2008 Activities and Expected Work Products:** GIS maps, computer map files, consolidated databases, data analyses, and responses to data requests.

**FHWA/FTA Grant Application Task and Element:** 44.22.01

**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$500,000			\$500,000	\$350,000			\$150,000			

## DIRECT SUPPORT

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region MPO/MassHighway/MBTA

**ID #:** 90000

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

CTPS provides integral direct support to all CTPS projects and functions in the following areas:

**Computer Equipment:** CTPS computer needs are programmed in the CTPS Five-Year Plan for Computer Resource Development, as amended.

**Regional Household Travel Survey:** The budget presented below includes \$210,000 in PL funds and \$90,000 in §5303 funds, which will be used to hire a consultant to conduct a household travel survey. For more information, see the Regional Household Travel Survey project description in Chapter 7.

**Travel:** Periodically, the U.S. Department of Transportation (the Federal Highway and Federal Transit Administrations) and other organizations sponsor courses and seminars that enhance the ability of staff to do project work; the costs of registration, travel, and living accommodations associated with attending such programs are direct support expenditures. Mileage expenses associated with project work are also charged as direct-support expenditures; however, these expenditures do not require prior approval.

**Other:** There are various expenditures that can arise over the term of this UPWP, such as printing, postage, and data processing services. These expenditures can become necessary when producing a project report or conducting a survey to obtain data that is sufficiently current and project-specific. The costs associated with printing survey forms, postage for return mail, and services for preparing and processing data for specific projects are direct-support expenditures.

**FFY 2008 Activities and Expected Work Products:** Computer and general office equipment, professional consulting services, in-state project-related travel, and out-of-state travel associated with staff attendance at professional and training conferences.

**FHWA/FTA Grant Application Task and Element:** 44.27.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO §5303	MBTA §5303	MBTA	Other
\$444,000			\$444,000	\$280,000	\$26,500		\$102,500	\$8,000	\$27,000	

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## 5 CERTIFICATION REQUIREMENTS

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The projects in this chapter are categorized as certification requirements because they include work that the MPO must do to maintain its certification by the Federal Highway Administration and the Federal Transit Administration. The projects also include activities that are necessary for compliance with federal and state laws, such as the federal Clean Air Act and Americans with Disabilities Act. The projects in this category are:

<b>Project ID #</b>	<b>Project Name</b>	<b>Page</b>
90011-90090	3C Planning Process and Public Outreach Activities	5-2
10112	Air Quality Conformity Determinations	5-6
90061	Air Quality Support Activities	5-7
11355	Boston Region MPO Title VI Reporting	5-8
90024&28	Disability Access Support	5-9
MAPC 1	MPO/MAPC Liaison and Support Activities	5-10
11131&32	Regional Equity/Environmental Justice Support	5-12
11244	Regional Model Enhancement	5-13
10101	Regional Transportation Plan	5-14
MAPC 2	Subregional Support Activities	5-15
10103	Transportation Improvement Program (CTPS)	5-16
MAPC 3	Transportation Improvement Program (MAPC)	5-18
10104	Unified Planning Work Program (CTPS)	5-19
MAPC 4	Unified Planning Work Program (MAPC)	5-20

## 3C PLANNING PROCESS AND PUBLIC OUTREACH ACTIVITIES



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 90011-90090

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

The following projects are called 3C activities because they support the federally mandated continuing, coordinated, and cooperative transportation planning process.

### **Support to the MPO**

**90011 Support to the MPO and Its Subcommittees:** (\$241,700) Support includes conducting metropolitan planning and implementing planning activities for the MPO. This involves researching, analyzing, and reporting information on 3C planning topics, including those highlighted or newly identified in the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); understanding issues related to MPO policies in planning and programming; preparing information for decision-making; and providing process support, such as developing agendas for meetings, preparing informational materials, compiling meeting packages for mailings, recording minutes of all meetings, including subcommittee meetings, conducting public outreach, utilizing the MPO Web site for providing information and gathering input, preparing and distributing the MPO's monthly newsletter, and maintaining the mailing lists and e-mail listserve.

This task also supports the Memorandum of Understanding between and among the MPOs in the expanded Boston Urbanized Area, as defined by the U.S. Census Bureau. It consists of staff awareness of transportation issues in the Southeastern Massachusetts MPO, Old Colony MPO, Merrimack Valley MPO, and Northern Middlesex MPO. CTPS serves as an information conduit for projects and activities that potentially impact the Boston Region MPO.

In addition, support to the MPO includes: consultation with other entities that are managing resources or are involved with issues highlighted in SAFETEA-LU, the day-to-day management of projects listed in the UPWP, and the establishment of work priorities. It also includes providing services to the Transportation Planning and Programming Committee's subcommittees, such as the UPWP Subcommittee and the Suburban Mobility/Transportation Demand Management Subcommittee. CTPS conducts liaison activities between the Boston Region MPO and other Massachusetts MPOs and agencies, and maintains communication with MAPC subregional groups.

**90014 SAFETEA-LU and Environmental Planning Topics:** (\$30,000) CTPS provides research, reporting, coordination, and technical support related to planning topics such as the 3C planning factors and other topics highlighted in SAFETEA-LU planning guidance, including, safety, security, and freight. Staff also maintain expertise in environmental issues, including climate change.

In order to incorporate freight considerations into MPO planning and programming, expertise on issues important to the movement of freight is maintained. Information on existing conditions is gathered, analyzed, and presented to the MPO in memoranda and white papers for consideration in Transportation Improvement Plan (TIP) and Regional Transportation Plan (RTP) development. This information includes: data and mapping of freight volumes, roadways used, and other infrastructure; quantifiable problems such as crashes and congestion; and identified

### 3C PLANNING PROCESS AND PUBLIC OUTREACH ACTIVITIES (CONT.)



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 90011-90090

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

needs such as possible operations and Intelligent Transportation System (ITS) improvements. Work includes contact with freight operators and providers in the region and as possible operations and Intelligent Transportation System (ITS) communication with the Regional Transportation Advisory Council Freight Subcommittee.

#### **Public Outreach Activities:**

CTPS will implement the MPO Public Participation Program and continue to coordinate and support the MPO public outreach activities. This includes the expanded consultations specified in SAFETEA-LU guidance. This will be accomplished by:

- Implementing the MPO public participation process and procedures
- Developing improvements for preparing and distributing informational materials on the 3C process, the MPO, and the draft and final certification documents
- Coordinating and supporting the activities of the MPO, the MPO's Transportation Planning and Programming Committee, the Regional Transportation Advisory Council, and the Access Advisory Committee to the MBTA; serving as a liaison between the MPO and other regional entities, such as the MBTA Rider Oversight Committee
- Maintaining direct contact with local communities to learn about transportation needs, proposed projects, and other issues that have implications for the MPO planning process
- Providing public participation support to MPO member entities
- Current public outreach activities described on the following page

**90019 Subregional Outreach Efforts:** (\$16,200) CTPS staff attend meetings of the MAPC subregional groups to keep them abreast of MPO activities and to coordinate subregional issues and concerns in the development of MPO documents.

**90021 Regional Transportation Advisory Council Support:** (\$37,500) The Regional Transportation Advisory Council is the MPO's citizen advisory committee. CTPS provides support to this body and its subcommittees. This includes preparing agendas, minutes, and meeting summaries, attending meetings, coordinating activities, scheduling speakers, maintaining mailing lists, and producing and distributing meeting notices and packages. CTPS provides information, updates, and briefings on MPO activities, and works with the subcommittees as they conduct their planning and reviews.

**90025 TRANSREPORT:** (\$76,100) TRANSREPORT is the newsletter of the MPO and is an important part of the MPO's public involvement program. CTPS is responsible for soliciting, researching, and writing articles and for managing all aspects of production: writing and editing, layout, graphics, proofreading, and printing. CTPS coordinates the participation of MPO agencies and other interested organizations in the development of articles and is responsible for



### 3C PLANNING PROCESS AND PUBLIC OUTREACH ACTIVITIES (CONT.)



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 90011-90090

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

the newsletter's distribution in standard print, accessible formats, and electronic-transfer formats. CTPS offers a Spanish version of the newsletter, when requested.

**90026 Public Participation Process:** (\$118,100): The MPO and CTPS will implement the MPO Public Participation Program and will continue to review and modify procedures as appropriate to increase the program's effectiveness. This may call for additional activities, forums, and studies, ASL and language interpretation services at meetings, and preparation and distribution of printed materials in English, Spanish, and other languages.

**90027 Boston Region MPO Web Site, [www.bostonmpo.org](http://www.bostonmpo.org):** (\$107,200) For the public, for federal, state, and local officials, and for businesses the MPO's Web site provides further access to the MPO and to transportation planning information. CTPS continues to identify documents and data that are suitable for the site, monitors its use, keeps track of feedback, and performs necessary updating and maintenance of files. CTPS will continue to improve the design and navigability of the site and increase its use for public outreach and gathering of input.

#### **Other 3C Planning Support Activities**

**90012 Professional Development:** (\$7,400) The Boston Region MPO staff maintains its technical expertise in part by participation in courses, programs, and workshops offered by the Federal Highway and Transit Administrations, the Transportation Research Board, the Association of Metropolitan Planning Organizations, the Institute of Transportation Engineers, and other public and private organizations. Previous professional development endeavors have included topics such as traffic engineering issues and applications, regional modeling, bicycle/pedestrian issues, transit planning, and air quality analysis.

**90090 General Graphics:** (\$98,000) Graphics support will be provided to CTPS staff and MPO agencies in the design and production of maps, charts, illustrations, report covers, brochures, slides, photographs, and other graphics. One of the areas of work to which graphics support will be particularly integral is the CTPS geographic information system (GIS).

**FFY 2008 Activities and Expected Work Products:** MPO and Transportation Planning and Programming Committee agendas and minutes, reports, studies, memoranda, papers, display boards and informational materials; implementation of the MPO Public Participation Program; Web site expansion and maintenance; monthly issues of TRANSREPORT; maps and graphics for reports; public outreach materials; advice, research, assistance, and analysis regarding planning issues, as requested by the MPO, the MPO's Transportation Planning and Programming Committee, and the Regional Transportation Advisory Council; Regional Transportation Advisory Council Meeting minutes, records maintenance, and mailing; and refinement of the public involvement program and maintenance of public outreach databases and listserves.



### 3C PLANNING PROCESS AND PUBLIC OUTREACH ACTIVITIES (CONT.)



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 90011-90090

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

*The above activities support all other projects in this UPWP and foster the implementation of MPO policies, SAFETEA-LU planning factors and guidance, and Executive Order 13166 (governing outreach to persons with limited English proficiency).*

**FHWA/FTA Grant Application Task and Element:** 44.21.02

**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$732,200			\$732,200	\$516,800			\$215,400			

## AIR QUALITY CONFORMITY DETERMINATIONS

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 10112

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

Analysis and documentation to demonstrate plan, program, and project conformity with the 1990 Clean Air Act (CAA) are provided annually. The Boston region has been classified as a nonattainment area for the eight-hour ozone standard. The city of Boston, the surrounding cities and towns, and the city of Waltham are classified as maintenance areas for carbon monoxide (CO). To continue receiving federal transportation funding, the region must show that, overall, the Boston region's federally funded transportation programs improve air quality in a manner consistent with the Massachusetts State Implementation Plan (SIP).

**FFY 2008 Activities and Expected Work Products:** Conformity determinations, including a detailed analysis of air quality impacts (volatile organic compounds [VOCs], nitrous oxides [NOx,] and CO) of the projects in amendments to the 2007 RTP and the federal fiscal years 2009–2012 TIP, will be performed and presented as follows:

- *System-Level:* A systemwide conformity determination will be prepared for regionally significant projects in the RTP and TIP. The conformity determination will show a 2000 base year, as well as “build” networks for 2007, 2010, 2020, and 2030 for VOCs and NOx; and for 2010, 2020, and 2030 for CO, in the maintenance areas only.
- *Project-Level:* A detailed analysis of the potential VOC, CO, and NOx impacts of each project to receive Congestion Mitigation/Air Quality Program funding in the TIP will be conducted in accordance with U.S. Department of Transportation and U.S. Environmental Protection Agency (EPA) guidelines. The specifics of the analysis will be determined through consultation between the state's transportation and environmental agencies.

**FHWA/FTA Grant Application Task and Element:** 44.26.05

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$15,000			\$15,000	\$10,500			\$4,500			



## AIR QUALITY SUPPORT ACTIVITIES

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 90061

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

This project complements the Air Quality Conformity Determinations of the RTP and the TIP described previously. It allows for additional support in implementing air-quality-related transportation programs and projects and includes consultation, research, and coordination between CTPS and other federal, state, local, and private agencies.

### **FY 2008 Activities and Expected Work Products:**

**Support to EOTPW, MassHighway, MassPike, Massport, and the MBTA:** Activities include analysis of transportation control measures (TCMs), park-and-ride facilities, and proposed high-occupancy-vehicle (HOV) projects throughout the region, and evaluation of emerging and innovative highway and transit clean-air activities.

**Mobile-Source Element of the State Implementation Plan (SIP):** The Department of Environmental Protection (DEP) is required to submit a SIP to the U.S. EPA documenting strategies and actions designed to bring Massachusetts into compliance with air quality standards. CTPS support efforts will include:

- Support for amendments or revisions to the Memorandum of Understanding between the MPO and the Massachusetts DEP.
- Continued staff support to the agencies involved in monitoring, updating, and revising the mobile-source section of the SIP.
- Analysis of existing regional air quality conditions, assistance to MassHighway and EOTPW in data collection, and validation of DEP's air-quality inventories and emission budgets. In addition, CTPS will evaluate policies on long-term growth, transportation, and land use, and other public policies that may affect air quality.
- Continued coordination with DEP in developing statewide regulations and programs for ridesharing, and other regulations and programs that pertain to transportation and air quality.
- Support to regional, local, and private agencies.
- Continued participation in the Transportation Task Force of the SIP Steering Committee.
- Provision of data and recommendations to the MPO agencies regarding funding and implementation of air-quality-related transportation programs and projects.
- Support to MPO agencies in analyzing the air quality effects of projects during environmental justice reviews.

**FHWA/FTA Grant Application Task and Element:** 44.26.05

### **FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$20,000			\$20,000	\$14,000			\$6,000			

## BOSTON REGION MPO TITLE VI REPORTING



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 11355

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

Title VI of the Civil Rights Act provides that persons must not be excluded, denied benefits, or discriminated against on the basis of race, color, national origin, age, sex, disability, or religion. Federal regulations governing its implementation require the MPO to report on how it is followed—and how minority populations are involved—in MPO planning and decision-making, including development of the Unified Planning Work Program (UPWP), TIP, and RTP.

**FFY 2008 Activities and Expected Work Products:** The MPO will comply with Title VI regulations through the preparation and submittal of reports as required.

*This project is supported by public outreach activities and regional equity/environmental justice work presented in this chapter.*

**FHWA/FTA Grant Application Task and Element:** 44.24.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO §5303	MBTA §5303	MBTA	Other
\$35,000			\$35,000				\$35,000			

## DISABILITY ACCESS SUPPORT

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 90024&28

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

**90028 Provision of Materials in Accessible Formats:** One requirement of the 1990 American with Disabilities Act (ADA) is that government agency material that is distributed to the public be made available in accessible formats, in a timely manner, upon request. CTPS fulfills this requirement with regard to materials that it produces, providing documents in whatever formats are requested—large print, Braille, audiocassette, or compact disc (CD). CTPS also reformats documents produced by MPO members at their request and advises members on the subject of providing materials in accessible formats.

**90024 Access Advisory Committee Support:** In addition, CTPS supports the MBTA in meeting ADA requirements by providing ongoing support to the Access Advisory Committee to the MBTA (AACT), a user group representing people with disabilities. AACT advises the MBTA on all matters relating to the use of the MBTA's fixed-route and paratransit services by people with disabilities and ensures that users' ideas concerning accessible transportation are heard.

### **FFY 2008 Activities and Expected Work Products:**

- Staff support for regularly scheduled AACT and related meetings at which attendees advise and comment on projects being planned or implemented systemwide for commuter rail, rapid transit, surface transit, and paratransit
- Distribution of monthly MBTA RIDE service-provider statistics and other materials pertinent to AACT meeting agenda items
- Preparation and distribution of AACT meeting agendas and minutes, meeting announcements, correspondence, meeting calendars to post in RIDE vans, and an updated AACT brochure
- Distribution of an orientation packet for new AACT members
- Continued database maintenance of AACT mailing lists, meeting attendance, and membership standing; and maintenance of AACT archives, supplies, and accessible-formatting equipment
- Production of MPO materials in accessible formats, as requested

*This project supports MPO public outreach efforts presented in this chapter.*

### **FHWA/FTA Grant Application Task and Element:** 44.26.03

#### **FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$74,800			\$74,800	\$52,400			\$22,400			

## MPO/MAPC LIAISON AND SUPPORT ACTIVITIES



**STAFF:** Metropolitan Area Planning Council

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** MAPC 1

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

This project includes: reporting to the MAPC Executive Committee, the MAPC Officers Transportation Committee, MAPC Council members and committees, subregional groups, and MAPC staff on MPO activities; reporting to the MPO and its committees and subcommittees on transportation and land use issues identified in the communities and subregions. It also includes working with MAPC and with members of the MPO's Transportation Planning and Programming Committee to identify and review transportation planning issues, including their regional implications.

Liaison and support activities also include ongoing participation in, and support, to the MPO's Transportation Planning and Programming Committee in establishing work priorities and agendas. Participation in and support to its subcommittees includes chairing the TIP Criteria and Suburban Mobility/Transportation Demand (TDM) Management Subcommittees.

MAPC actively participates in statewide committees and task forces to represent the interests of the region, including the Statewide Enhancement Committee, the Congestion Mitigation and Air Quality (CMAQ) Consultation Committee, and the Statewide Bicycle/Pedestrian Committee. MAPC is also an active participant on a number of advisory committees that deal with ongoing corridor and subregional studies. Advisory committees may change from year to year as studies are begun or completed, but participation in a variety of advisory committees is an ongoing task.

MAPC, through its participation in Statewide Transportation Managers meetings and the Massachusetts Association of Regional Planning Agencies, works to strengthen communication and coordination with its counterpart regional planning agencies around the state. MAPC coordinates with other RPAs that compose the Boston Transportation Management Area.

As the certification documents, including the TIP, are developed in the coming year, MAPC will direct particular attention toward including land use planning issues in these documents as well as coordinating with the implementation of the comprehensive regional growth plan, MetroFuture.

***Support of the Public Participation Process for Metropolitan Planning Documents:*** MAPC participates in the public involvement subcommittee of the Transportation Planning and Programming Committee, which is charged with developing and evaluating new public involvement programs for the region. MAPC is also an active participant in the Regional Transportation Advisory Council meetings.

***MPO Elections:*** Working with the MBTA Advisory Board, MAPC coordinates and implements the election process for the local representatives on the MPO.

***Recertification:*** In FY 2008, MAPC will work with elected officials, state and federal representatives, the Regional Transportation Advisory Council and other interested parties to review, and suggest possible revisions to, the MPO's Memorandum of Understanding (MOU). We will contact municipal officials, the business community, community-based organizations, and the MAPC subregions for input and advice.

## MPO/MAPC LIAISON AND SUPPORT ACTIVITIES (CONT.)



**STAFF:** Metropolitan Area Planning Council

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** MAPC 1

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

**FY 2008 Activities and Expected Work Products:** Interagency coordination, work scopes, participation in advisory and corridor committees, public participation, reports to the MAPC Officers and to the MAPC Executive Committee, FFY 2008 MPO elections, MPO recertification and a revised MOU, if necessary, and attendance at relevant meetings.

*This project supports the 3C planning process activities outlined in this chapter, as well as the development of the RTP, The TIP and the UPWP. It is also closely coordinated with the MetroFuture project described in Chapter 6.*

**FHWA/FTA Grant Application Task and Element:** 44.26.08

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
		\$193,900	\$193,900	\$131,380			\$62,520			

## REGIONAL EQUITY/ENVIRONMENTAL JUSTICE SUPPORT



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 11131&32

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

The primary purpose of this project is to foster awareness and consideration of regional equity/environmental justice transportation needs in MPO planning specifically in relation to the RTP, the UPWP, the TIP, the MMS report, air quality conformity determinations, environmental impact studies, and project-specific work products. This will be done through continued outreach to minority and low-income populations; community organizations will be visited and interviewed to identify transportation needs and obtain their knowledge and ideas for improvements. In addition, CTPS staff will identify one or more areas/issues to be studied to address the transportation issues and concerns of low-income and minority communities.

**FFY 2008 Activities and Expected Work Products:** CTPS will assist the MPO in applying previously adopted environmental justice measures to evaluate the achievement of the MPO's regional equity goals. As part of this effort, the staff will also:

- Continue MPO outreach to minority and low-income communities
- Continue to use year 2000 census data, where available; analyze other pertinent data; and/or develop information and data through direct interviews with affected populations or interest groups
- Monitor developments at the Association of Metropolitan Planning Organizations and the U.S. Department of Transportation by participating in workshops, conferences, and seminars, as appropriate
- Identify and conduct appropriate studies and measures that further advance regional equity/environmental justice, such as reverse commuting and access to jobs
- Provide summaries of interviews and other updates to the Transportation Planning and Programming Committee of the MPO

*This work is related to the work on the RTP and project programming for the TIP and the UPWP presented in this chapter.*

**FHWA/FTA Grant Application Task and Element:** 44.27.02

**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$89,100			\$89,100	\$62,400			\$26,700			



## REGIONAL MODEL ENHANCEMENT



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 11244

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

CTPS maintains a continuously evolving regional model that is used by the Boston Region MPO and other transportation agencies to perform travel forecasting and air quality conformity determinations. It is a highly sophisticated, data-intensive planning support tool that relies on computer representations of regional transportation systems. Objectives of the current work program are to:

- Maintain a state-of-the-practice model set for forecasting regional travel that will be used to analyze the impacts of proposed changes in the regional transportation system
- Incorporate advances in travel modeling into the CTPS model set
- Incorporate transportation-land use interactions into the model set so that changes in land use that might result from improved transportation services to an area can be quantified
- In preparation for the regional household survey, develop a request for proposal (RFP) for a professional firm to conduct the survey

### **FFY 2008 Activities and Expected Work Products:**

- Evaluate available options for replacing EMME/2 software and incorporate the CTPS model set in the selected new software
- In preparation for the regional household survey, begin pre-survey activities such as developing a work plan to conduct the survey
- Prepare a memorandum presenting the proposed structure for an eastern Massachusetts land use allocation model
- Develop a land use allocation model for eastern Massachusetts
- Incorporate new or advanced techniques into the regional travel-forecasting model set

*This effort supports projects in this UPWP that rely on the regional model for travel forecasting and analysis, particularly the air quality conformity determinations for the RTP and the TIP.*

**FHWA/FTA Grant Application Task and Element:** 44.26.04

### **FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$340,000			\$340,000	\$238,000			\$102,000			

## REGIONAL TRANSPORTATION PLAN

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 10101

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

JOURNEY TO 2030, the Boston Region MPO's current Regional Transportation Plan (RTP), sets forth a 23-year, financially constrained plan for federally funded surface transportation improvements. The MPO adopted this RTP in April 2007. At that time, the MPO determined that an RTP amendment would be required within the next fiscal year based on issues and comments that arose through the RTP development process. The issues that must be addressed in this amendment include:

- Revisions to the 2030 demographic forecasts for inclusion in the transportation demand model based on MetroFuture
- Changes to the recommended list of projects once revisions to the SIP for Attainment of Air Quality Standards are approved by EPA and DEP. The RTP is required to include the projects in the SIP
- Discussion of Illustrative Projects
- Continued discussion of freight issues

Work on the RTP will include the discussion of these issues with analyses, document preparation, and outreach to the public on results of revised scenarios modeled by the MPO. This will include presenting to the public the projected benefits to the region and to environmental justice communities resulting from the recommended RTP projects and programs.

**FFY 2008 Activities and Expected Work Products:** Revisions to the RTP, ongoing consideration of the MPO's regional equity/environmental justice efforts and of MetroFuture recommendations, and consultation with the Regional Transportation Advisory Council, additional analyses as requested by the Transportation Planning and Programming Committee, model runs, as required, public outreach regarding amendments to the RTP, preparation of informational materials and draft and final documents

*This project is supported by 3C planning process support activities, the air quality work, and the accessible-formats project presented in this chapter. It will also be closely coordinated with the MPO's Title VI project and the Regional Equity/Environmental Justice work also in this chapter.*

**FHWA/FTA Grant Application Task and Element:** 44.23.01

**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$100,000			\$100,000	\$70,000			\$30,000			

## SUBREGIONAL SUPPORT ACTIVITIES



**STAFF:** Metropolitan Area Planning Council

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** MAPC 2

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

The MAPC region consists of 101 cities and towns, which have been subdivided into eight geographic areas that are represented by subregional councils comprising municipal officials, business leaders, community-based organizations, and other local participants. MAPC staff planners are assigned as coordinators to each of the subregional groups, to assist members in developing an understanding of subregional and regional transportation and land use issues\*. These include the policies, goals, and objectives of the RTP, and the coordinators also explain the TIP, the Mobility (formerly Congestion) Management System (MMS), transportation-demand-management program opportunities, and the Program for Mass Transportation. In addition, the coordinators actively engage subregional council members in MetroFuture.

Subregions are encouraged to recommend subregional projects and priorities for the TIP, the RTP, and the UPWP. Subregional coordinators and MAPC transportation staff report back to the MPO through formal and informal communications. The MMS and the MPO's MMS studies undertaken in each of the eight MAPC subregions will be continuing topics of discussion and program monitoring by the subregions. MAPC subregional groups will continue to participate in local corridor advisory committees whenever these committees are appropriate vehicles for working on area projects in their area. MAPC staff ensure that timely discussions of transportation-related issues occur by placing the topics on the monthly agendas, by leading and participating in the discussions, and by distributing appropriate documents and notices relating to regionwide and statewide transportation meetings.

\* In the case of the MetroWest Growth Management Committee, the subregion is independently staffed and provides subregional services under an agreement with MAPC. MAPC pays 25 % of the director's salary.

**FFY 2008 Activities and Expected Work Products:** Preparation of monthly meeting agendas for transportation topics at subregional meetings, coordination with transportation agencies, reviews of traffic studies in subregions, reports to the Transportation Planning and Programming Committee, support for subregional and corridor advisory committee meetings, and assistance in setting project priorities.

*This project supports community involvement in the development of transportation planning documents.*

**FHWA/FTA Grant Application Task and Element:** 44.26.02

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
		\$126,700	\$126,700	\$85,850			\$40,850			

## TRANSPORTATION IMPROVEMENT PROGRAM (CTPS)



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 10103

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

The Boston Region MPO's Transportation Improvement Program (TIP) is a document that presents a multiyear, financially constrained program of proposed improvements to the metropolitan area's transportation system. Although federal regulations require the TIP to be biennially updated, the state and Massachusetts' MPOs have committed to annual updates.

**Development:** TIP development is ongoing throughout the year with the updating of the MPO's project database occurring weekly. The projects in the database are sorted to provide a smaller subset for consideration for TIP programming. This subset includes projects programmed in the previous TIP, enhancement projects, transportation-demand-management projects, and projects that are at 25 percent design or higher. CTPS reviews and evaluates all of these projects based on the TIP criteria (see Appendix B of the TIP). After a preliminary evaluation by staff, the MPO reviews the assessment and staff recommendations and develops a draft TIP, which is released for a public comment period in June or July. After consideration of public comments, the TIP is finalized in August.

**Project Evaluation:** The project evaluation process for the TIP continues to evolve and is now moving toward MPO participation in MassHighway's project development process, as called for in its *Project Development and Design Guide*. CTPS will continue to conduct project evaluations for the MPO's Transportation Planning and Programming Committee and to support the Committee's TIP Criteria Task Force in reviewing and assessing the efficacy of the TIP project evaluation process, including the procedures and instruments used for the federal fiscal years 2008–2011 TIP and the development of recommendations for revisions to the selection process for the federal fiscal years 2009–2012 TIP.

**Information Flow:** CTPS will continue to collect and disseminate project status, financial and budget information, and process-related issues to the MPO. As designated in this UPWP, MPO staff, or other parties, must provide "relevant, timely, and comprehensive" information, including project planning, design, and construction status updates, to the MPO.

**Public Review:** Staff is responsible for dissemination of the TIP for public review of. Release of the circulation draft is announced in *TRANSREPORT* and in press releases and legal notice to print media and through notification to the MPO's list serve subscribers. The draft document is made available on the MPO Web site and at all public libraries in the Boston area. It is also mailed directly to municipal officials, legislators, libraries, the Regional Transportation Advisory Council, and MAPC subregion representatives in the 101 MPO communities. Notice of Public meetings and outreach concerning the TIP is sent (via email and parcel post) to regional contacts and interested parties. Public meetings are held around the region during the public review period.

## TRANSPORTATION IMPROVEMENT PROGRAM (CTPS) [CONT.]



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 10103

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

*Certification:* CTPS performs all tasks necessary for TIP certification, including:

- Preparing and producing all TIP-related materials and draft and final documents
- Coordinating public review of all drafts and preparing responses to comments
- Scheduling and staffing meetings of the MPO, the Transportation Planning and Programming Committee, its TIP Criteria Task Force, the Regional Transportation Advisory Council, and the MAPC subregions

*Modifications/Amendment:* CTPS drafts amendments and/or modifications and handles all procedural steps necessary to properly adopt and certify the modification and/or amendment.

*GIS Support:* GIS Support will include the creation of TIP coverages and mapping, data collection for project evaluation, and production of maps.

**FFY 2008 Activities and Expected Work Products:** Document development, project evaluation, information flow management, coordination of public review and certification, and GIS support for the fiscal years 2009–2012 TIP and amendments and/or adjustments to the deferral fiscal years 2008–2011 TIP, attendance at relevant meetings, and maintenance of a database for tracking projects.

*See CTPS And MAPC work efforts related to the TIP presented in this chapter.*

**FHWA/FTA Grant Application Task and Element:** 44.25.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$135,000			\$135,000	\$94,500			\$40,500			

## TRANSPORTATION IMPROVEMENT PROGRAM (MAPC)



**STAFF:** Metropolitan Area Planning Council

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** MAPC 3

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

MAPC chairs the TIP Criteria Task Force of the Transportation Planning and Programming Committee, where criteria to assist in the evaluation of TIP projects were developed for the MPO and applied to the FFYs 2008-2011 TIP. These criteria will be reviewed, evaluated, and revised if necessary, and will be applied in the development of the FFY 2009-2012 TIP. Particular attention will be paid to ensure that the criteria reflect the adopted policies and plan of the MPO. Additional work will be done to develop criteria for comparisons across project types and modes, and MAPC will work to revise and apply the economic development and land use criteria for the TIP.

Land use criteria, and the techniques developed by MAPC for applying them based on zoning, will also be reviewed, and revisions will be suggested based on how successful the criteria were in identifying projects that promote and support the Commonwealth's sustainable-development principles and MAPC's smart-growth principles.

Besides scoring projects based on existing land use and zoning, the TIP criteria can also be a positive force for change in how communities think about their land use decisions. As communities revise their zoning ordinances, these land use and economic development criteria can become one basis for evaluating proposed zoning changes with respect to sustainable development principles.

Development of the TIP is accomplished through work with other regional planning agencies, MPO and other state and federal agencies, elected officials, and MAPC subregions, MAPC's community representatives, MAPC's TIP contacts, and private providers of transportation. Representatives of the business community, local institutions, and community-based organizations are also consulted. This consultation with other entities is an important education function of the 3C planning process. MAPC works with the communities and MPO members to ensure that the information needed for project selection using the TIP criteria will be made available in a timely fashion.

**FFY 2008 Activities and Expected Work Products:** MAPC expects to continue to work with the Transportation Planning and Programming Committee to improve the use and application of TIP criteria to provide a better measurement of project benefits and costs.

**FHWA/FTA Grant Application Task and Element:** 44.25.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
		\$61,100	\$61,100	\$41,400			\$19,700			

## UNIFIED PLANNING WORK PROGRAM (CTPS)

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 10104

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

The Boston Region MPO produces an annual Unified Planning Work Program (UPWP). This document outlines transportation planning activity, for all surface transportation modes, anticipated to be undertaken in the region during the UPWP period. It also includes detailed budget information on the expenditure of federal planning funds.

CTPS coordinates all phases of this work, from document development and budget preparation, to public review and comment, to submittal to federal agencies for certification. CTPS also coordinates the review and endorsement of any amendments to the UPWP.

**FFY 2008 Activities and Expected Work Products:** Any amendments and adjustments to the FFY 2008 UPWP, the FFY 2009 UPWP, public outreach in document development and review, attendance at relevant meetings, quarterly implementation reports, and other information materials as needed.

*This project is supported by 3C support activities, the accessible formats project, environmental justice work efforts, and public outreach efforts described in this chapter.*

**FHWA/FTA Grant Application Task and Element:** 44.21.00

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO §5303	MBTA §5303	MBTA	Other
\$53,500			\$53,500	\$37,500			\$16,000			



## UNIFIED PLANNING WORK PROGRAM (MAPC)

**STAFF:** Metropolitan Area Planning Council

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** MAPC 4

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

MAPC prepares UPWP project listings and budget information for activities it expects to conduct using federal highway and transit funds and provides monthly reports to the MPO's Transportation Planning and Programming Committee and MassHighway on these activities. MAPC also provides general project information on transportation-related activities funded from other sources.

MAPC, through its work on the Transportation Planning and Programming Committee, is also involved in the development of the annual UPWP work program. As work scopes for specific projects are developed, MAPC assists, when appropriate, in developing these scopes, especially whenever the project involves a link between transportation and land use issues.

**FFY 2008 Activities and Expected Work Products:** UPWP project listings and monthly reports on UPWP activities to the Planning and Programming Committee. Provide assistance on the annual development of the UPWP and support towards for the development of specific work scopes. Provide assistance to communities in identifying and developing studies to be included in the UPWP, through community liaison and subregional support activities.

**FHWA/FTA Grant Application Task and Element:** 44.21.00

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
		\$16,500	\$16,500	\$11,180			\$5,320			



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## 6 PLANNING STUDIES

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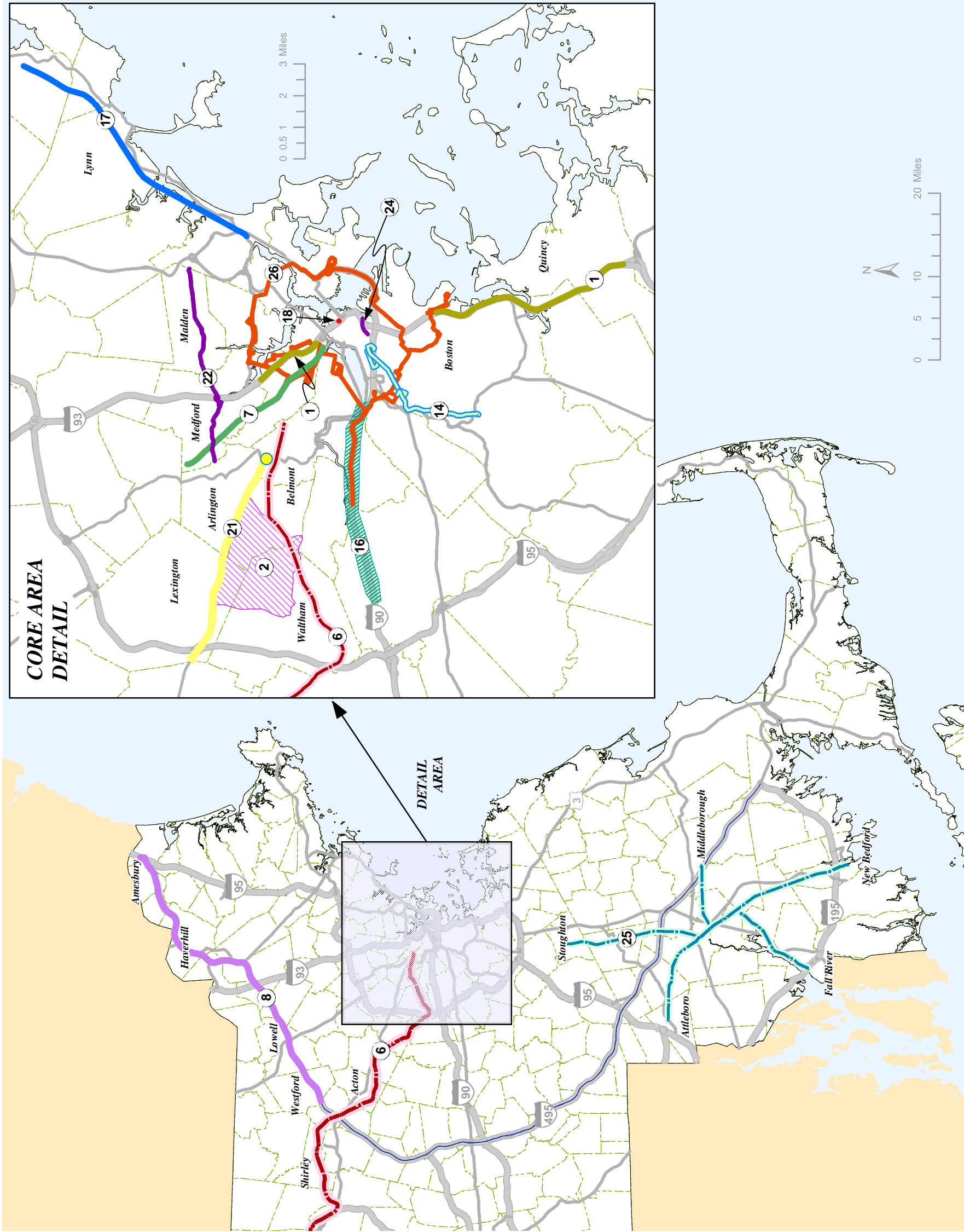
The projects in this chapter are studies that will be conducted during federal fiscal year 2008. They are technical in nature and may include support for larger projects that are described in Appendix A: Other Boston Region Transportation Planning Projects. In instances where this occurs, the project description refers the reader to Appendix A.

<b>Project ID #</b>	<b>Project Name</b>	<b>Page</b>
23222	2007–08 I-93 North and Southeast Xway HOV Lane Monitoring	6-3
62103	Belmont, Lexington, and Waltham Subarea Study	6-4
13242	Bicycle/Pedestrian Mobility in Urban Centers	6-5
13208	Bicycle/Pedestrian Studies	6-6
MAPC 5	Corridor/Subarea Planning Studies: Land Use Reviews	6-7
22328	Green Line Extension Environmental Review Support	6-8
11134	I-495 Corridor Transportation Study	6-9
MAPC 6	Land Use Development Project Reviews	6-10
22119	Massport Transportation Studies	6-11
10116	MBTA Program for Mass Transportation	6-12
13149	MBTA Regional Transit Parking Demand Study	6-13
11351	MBTA Service Benchmarking	6-14
23313	MBTA Transit Signal Priority Study	6-15
11130	Mobility Management System Monitoring Program	6-16
53216	Newton Corner Rotary, Phase II	6-17
82104	North Shore Transportation Improvements	6-18
22331	Red Line–Blue Line Connector Study Support	6-19
MAPC 7	Regional Vision: MetroFuture	6-20
11354	Regionwide Suburban Transit Opportunities	6-21
62105	Route 2/Alewife Brook Parkway, Phase II	6-22
73214	Route 60, Malden and Medford, Mobility Improvement Study	6-23
13241	Safety & Operational Improvements at Selected Locations	6-24
23311	Silver Line Project Support	6-25
43211	South Coast Commuter Rail Extension	6-26
22325	Urban Ring Phase 2 Revised DEIR/DEIS Support	6-27

# FY 2008 UPWP Planning Studies

These are planning studies with regional impact. The left-hand number is keyed to a study element or location shown on map; starred (\*) studies are not displayed.

1. 2007-2008 I-93 North and Southeast Xway HOV Lane Monitoring
2. Belmont, Lexington, and Waltham Subarea Study
3. Bicycle/Pedestrian Mobility in Urban Centers\*
4. Bicycle/Pedestrian Studies\*
5. Corridor/Subarea Planning Studies: Land Use Reviews\*
6. Fitchburg Commuter Rail Line Corridor Study
7. Green Line Extension Environmental Review
8. I-495 Corridor Transportation Study
9. Land Use Development Project Reviews\*
10. Massport Transportation Studies\*
11. MBTA Program for Mass Transportation\*
12. MBTA Regional Transit Parking Demand Study\*
13. MBTA Service Benchmarking\*
14. MBTA Transit Signal Priority Study
15. Mobility Management System Monitoring Program\*
16. Newton Corner Rotary, Phase II
17. North Shore Transportation Improvements
18. Red Line-Blue Line Connector Study
19. Regional Vision: MetroFuture\*
20. Regionwide Suburban Transit Opportunities Study, Phase III\*
21. Route 2/Alewife Brook Parkway Study, Phase II
22. Route 60, Malden and Medford, Mobility Improvement Study
23. Safety & Operational Improvements at Selected Locations\*
24. Silver Line Project Support
25. South Coast Commuter Rail Extension
26. Urban Ring Phase 2 Revised DEIR/DEIS Support



**2007-08 I-93 NORTH AND SOUTHEAST XWAY HOV LANE MONITORING****STAFF:** Central Transportation Planning Staff**CLIENT:** Executive Office of Transportation and Public Works**ID #:** 23222**BUDGET:** \$55,000**STATUS:** 0%

The Massachusetts Department of Environmental Protection regulation 310 CMR 7.37 calls for quarterly monitoring of the southbound high-occupancy-vehicle (HOV) lane of I-93 North and the reversible HOV lane of the Southeast Expressway. The monitoring is performed in order to assess compliance with a set travel-time-savings threshold. The work consists of collecting travel time and vehicle occupancy data and analyzing it to calculate anticipated time savings and occupancy changes over time.

**FY 2008 Activities and Expected Work Products:** Collect travel time data on a quarterly basis for the HOV and associated general-purpose lanes and analyze it to calculate travel time savings. In the spring and fall, collect vehicle occupancy data and analyze it to report changes, if any. Write four technical memoranda annually (one for each season) to document data collection, analysis, and results.

**FHWA/FTA Grant Application Task and Element:** 44.24.01**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$55,000			\$55,000		\$55,000					

## BELMONT, LEXINGTON, AND WALTHAM SUBAREA STUDY

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 62103

**BUDGET:** \$234,100

**STATUS:** 95%

This study is being conducted jointly with the Metropolitan Area Planning Council (see the Land Development Use Project Review later in this chapter). Study objectives are to:

- Identify the total amount of new development under construction, permitted, or planned in the corridor
- Identify the aggregate new demand for travel in the corridor from planned, permitted, and built projects
- Identify and evaluate the impacts associated with the proposed developments and resulting corridor growth
- Identify actions for development mitigation across communities
- Develop methods for evaluating alternative growth scenarios that may be applied to the area
- Recommend ways to meet or change transportation demand through alternative land use coordinated with transportation

**FY 2008 Activities and Expected Work Products:** Staff will analyze smart-growth mitigation options; analyze bus route options for Trapelo Road; document findings; and present findings to the project's task force.

**FHWA/FTA Grant Application Task and Element:** 44.23.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$2,500			\$2,500	\$2,500						

## BICYCLE/PEDESTRIAN MOBILITY IN URBAN CENTERS



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 13242

**BUDGET:** 74,200

**STATUS:** 70%

Building on the MPO's Bicycle/Pedestrian Improvements in Town Centers and the Walkable Community Workshop projects, this study will focus on the bicycle/pedestrian environment in the following urban centers: Allston/Brighton, Boston; Chelsea Square, Chelsea; Brookline Village, Brookline; downtown Framingham; downtown Franklin; and Jackson Square, Weymouth.

Staff will perform the following tasks: evaluate existing conditions for walking and bicycling (crosswalk location and condition, sidewalk location, continuity, condition, street furniture, obstructions, traffic-signal pedestrian phases, on-street bicycling, and bicycle lanes); recommend improvements that would benefit the pedestrian and bicyclist environment to/from/through an urban center (pedestrian and bicyclist connections to the center, urban design features, safe crosswalk locations, sidewalk continuity and connectivity, type and location of street furniture, bicycle parking needs, new pedestrian signals, adequate pedestrian time for existing traffic signals, and bicycle lanes).

The study will also include the evaluation of links to transit stations, bus stops, and mixed-use trails and paths, where applicable.

**FY 2008 Activities and Expected Work Products:** A final report on the recommendations for improving the bicycle and pedestrian environment in urban centers will be prepared.

**FHWA/FTA Grant Application Task and Element:** 44.24.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$20,000			\$20,000	\$20,000						

## BICYCLE/PEDESTRIAN STUDIES



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 13208

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

Bicycle and pedestrian planning studies are usually identified during the UPWP year as part of a collaborative process with MPO members, communities, and bicycle/pedestrian advisory groups and will be conducted under this program.

**FY 2008 Activities and Expected Work Products:** Technical assistance, data collection, review of materials, and attendance at state, regional, and local forums and committee meetings. Staff also plan to undertake the following tasks:

***Walkable Communities Workshops:*** (\$27,800) This well-established MPO-supported program provides technical assistance on pedestrian and bicycle issues and makes recommendations for improvements. Six or more workshops in volunteer communities will be presented this year.

***Ongoing Bicycle and Pedestrian Work Efforts:*** (\$35,500) Tasks not related directly to separate studies include the following:

- Coordination with state agencies, MAPC, other MPOs, the Safe Routes to Schools Program at MassRIDES and other groups with regard to bicycle and pedestrian planning for the region
- Design, collection, and organization of bicycle/pedestrian volumes and crash data
- Ongoing provision of information and technical support to communities on bicycle/pedestrian issues
- Update of the Pan-Massachusetts Challenge bicycle map used for the Jimmy Fund ride
- An update to an Aqueduct study conducted in 1998

***A Bicycle and/or Pedestrian Improvement Study:*** (\$15,000) This task allows staff to undertake a study that continues the MPO's work in making detailed recommendations to municipalities around the region.

**FHWA/FTA Grant Application Task and Element:** 44.24.01

**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$78,300			\$78,300	\$78,300						

**CORRIDOR/SUBAREA PLANNING STUDIES: LAND USE REVIEWS****STAFF:** Metropolitan Area Planning Council**CLIENT:** Boston Region Metropolitan Planning Organization**ID #:** MAPC 5**BUDGET:** Not applicable to ongoing projects**STATUS:** Ongoing

This UPWP task includes funding to support MAPC's work on corridor studies in the region. One anticipated study will provide information and preliminary analyses for the development of transportation design concepts and mobility strategies to address current and future development opportunities, as requested by localities, in the vicinity of the interchanges of I-495 and I-290; I-495 and Route 9; and I-495 and I-90 (Massachusetts Turnpike), in cooperation with the Central Massachusetts Regional Planning Commission.

In addition, this task includes the development of tools to help identify potential development sites and key development parcels in the region and their related transportation characteristics. This project will build on other work conducted by MAPC including the Transportation, Community and System Preservation (TCSP) project which involved evaluating congestion and other issues in the I-495 corridor, MetroFuture modeling of the I-495 corridor; pre-disaster mitigation plans; local technical assistance work; subregional forums; and MEPA reviews. In addition to these two efforts, a limited amount of funding is included under this task for developing work programs for future corridor and subarea studies.

**FY 2008 Activities and Expected Work Products:** MAPC will identify one or more corridor studies and work to create tools that will help identify key development parcels and related transportation characteristics.

**FHWA/FTA Grant Application Task and Element:** 44.23.02**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
		\$116,000	\$116,000	\$78,665			\$37,435			



## GREEN LINE EXTENSION ENVIRONMENTAL REVIEW SUPPORT



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Executive Office of Transportation and Public Works

**ID #:** 22328

**BUDGET:** \$100,000

**STATUS:** 0%

This project is a legal commitment under the proposed amendment to the State Implementation Plan, and includes an extension of Green Line service from a relocated Lechmere Station through Cambridge to Somerville and Medford with a spur to Union Square. CTPS will provide needed analytical support for the development of a Draft Environmental Impact Report and federal environmental review documents including travel demand forecasting.

*This work is related to a recommended, regionally significant project identified in JOURNEY TO 2030, the MPO's long-range Transportation Plan, and is included in the MBTA's Program for Mass Transportation. Also see Appendix A.*

**FHWA/FTA Grant Application Task and Element:** 44.23.02

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$100,000			\$100,000			\$100,000				



## I-495 CORRIDOR TRANSPORTATION STUDY

**STAFF:** Central Transportation Planning Staff

**CLIENT:** MassHighway

**ID #:** 11134

**BUDGET:** \$74,900

**STATUS:** 90%

The Executive Office of Transportation and and Public Works' Office of Transportation Planning (OTP) is conducting a multimodal study of travel, operations, safety, and mobility in the I-495 corridor. The study area extends from Westford in the southwest to Salisbury in the northeast. Various means of improving travel are being developed and analyzed. The study will result in a recommended plan of short-term and long-term transportation improvements. CTPS is supporting OTP and the consultant team that it has selected by providing multimodal travel forecasts for the corridor.

**FY 2008 Activities and Expected Work Products:** CTPS will produce a technical memorandum documenting and interpreting the results of the alternatives analyses.

*Also see Appendix A for related work.*

**FHWA/FTA Grant Application Task and Element:** 44.23.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$20,000			\$20,000		\$20,000					

## LAND USE DEVELOPMENT PROJECT REVIEWS

**STAFF:** Metropolitan Area Planning Council

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** MAPC 6

**BUDGET:** Not applicable for ongoing projects

**STATUS:** Ongoing

Regionally significant land use development projects will be reviewed with respect to state and regional land use goals and development policies and their impacts on the transportation system. In particular, projects will be reviewed for consistency with MetroFuture, which is MAPC's comprehensive regional plan for the Boston region, and for consistency with the Commonwealth's sustainable development principles and MAPC's smart growth principles. This effort seeks to The project reviews will also be used to help determine whether the a proposed development will have a positive or negative impact on balanced regional development. MAPC tracks all projects reviewed in its region under the Massachusetts Environmental Policy Act (MEPA) and provides a regional planning analysis to the Secretary of Energy and Environmental Affairs for all developments considered to have significant impact. Special attention is given to local zoning ordinances and regulations that serve to reduce auto travel by encouraging carpooling, transit, and other travel-demand-management techniques. MAPC will also recommend appropriate mitigation measures. MAPC will continue to participate in a variety of specific project review activities in FFY 2008, including detailed analyses of large-scale projects with significant regional and subregional impacts. In limited cases, MAPC will participate in local review processes for regionally significant projects, as a way of becoming involved earlier in the project review and planning in order to have a greater impact.

MAPC also reviews notices of "offered railroad property" from the Executive Office of Transportation and Public Works (EOTPW), consults with the municipalities as necessary about that property, and provides appropriate input to the municipalities involved. Often, these cases involve rail trails, but they may also involve other types of proposed development. In addition, MAPC staffs the Metropolitan Highway System Advisory Board, conducting reviews of projects occurring on or above Massachusetts Turnpike property. MAPC will work to coordinate these efforts with work funded by the UPWP.

**FY 2008 Activities and Expected Work Products:** MAPC will continue to participate in a variety of specific project reviews and related activities, work with MEPA staff to increase the value of reviews, and coordinate MEPA comments with transportation agencies, where possible. In addition, MAPC will continue to review and respond to notices of offered railroad property.

**FHWA/FTA Grant Application Task and Element:** 44.23.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
		\$93,665	\$93,665	\$63,465			\$30,200			

## MASSPORT TRANSPORTATION STUDIES

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Massport

**ID #:** 22119

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

CTPS has historically provided technical assistance to Massport's Department of Aviation Planning and Development. The services typically support ground-access planning, data collection and analysis, modeling, air quality analysis, and additional, to-be-determined, transportation planning activities.

**FY 2008 Activities and Expected Work Products:** Technical support services will be provided upon request, including ridership counts of Logan Airport shuttle buses, commercial parking projections, employee and air-passenger survey analysis, and planning support for Logan Express services.

**FHWA/FTA Grant Application Task and Element:** 44.24.01

**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO §5303	MBTA §5303	MBTA	Other
\$85,000			\$85,000							\$85,000

## MBTA PROGRAM FOR MASS TRANSPORTATION

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region MPO/MBTA

**ID #:** 10116

**BUDGET:** \$500,200

**STATUS:** 41%

The Program for Mass Transportation (PMT) defines a long-range vision for the MBTA and prioritizes infrastructure investments. The PMT is a critical input into the MBTA's Capital Investment Program (CIP) and the MPO's Regional Transportation Plan and Transportation Improvement Program. The MBTA has requested that Boston Region MPO staff develop the next PMT, which will be in FFY 2008. In FFY 2007, staff defined goals, objectives, and evaluation criteria, and developed a list of mobility problem statements.

**FFY 2008 Activities and Expected Work Products:** Staff will develop a list of proposed improvement strategies, conduct cost/benefit evaluations, and prepare a final report.

*It also will utilize \$13,500 in Direct Support funding described in Chapter 4.*

**FHWA/FTA Grant Application Task and Element:** 44.23.02

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$310,300			\$310,300				\$53,200		\$257,100	

## MBTA REGIONAL TRANSIT PARKING DEMAND STUDY

**STAFF:** Central Transportation Planning Staff

**CLIENT:** MBTA

**ID #:** 13149

**BUDGET:** \$70,000

**STATUS:** 40%

The purpose of this study is to comprehensively examine the park-and-ride demand on the MBTA system to determine which lots will be at their capacity in 10 to 20 years. This will be an update to a similar study done for the MBTA in the 1990s. It entails using the regional travel model to forecast ridership and parking demand. The MBTA will use the results in its ongoing park-and-ride-improvement planning process. In FY 2007, CTPS completed a parking and kiss-and-ride survey and calibration of the model.

**FFY 2008 Activities and Expected Work Products:** CTPS will produce a technical report describing the model and the results of the ridership and parking-demand analyses.

*This project will use \$40,000 that will be carried over from the MBTA's FFY 2007 allocation of \$5303 funds.*

**FHWA/FTA Grant Application Task and Element:** 44.24.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$40,000			\$40,000						\$40,000	

## MBTA SERVICE BENCHMARKING

**STAFF:** Central Transportation Planning Staff

**CLIENT:** MBTA

**ID #:** 11351

**BUDGET:** Not applicable for ongoing projects

**STATUS:** Ongoing

CTPS provides the MBTA and other transportation providers with technical assistance on collecting data and conducting assessments of comparative service quality in targeted minority communities versus the transportation system as a whole. Information on crowding, schedule adherence, shelter placement, scheduled service frequency, service coverage, access to key destinations, vehicle age and condition, parking facilities, and other topics will be gathered and used in the assessments. All transit modes will be addressed. In addition, the impacts of proposed transit service changes on targeted minority communities will also be reviewed.

**FFY 2008 Activities and Expected Work Products:** CTPS will provide documentation of select level-of-service evaluations for FY 2007 MBTA revenue service and amenities and prepare a Triennial MBTA Title VI Program Report.

*This project is partially funded with \$45,900 that will be carried over from the MBTA's FFY 2007 allocation of \$5303 funds. It also will utilize an additional \$8,000 in Direct Support funding, described in Chapter 4.*

**FHWA/FTA Grant Application Task and Element:** 44.24.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$67,000			\$67,000					\$21,100	\$45,900	

## MBTA TRANSIT SIGNAL PRIORITY STUDY

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 23313

**BUDGET:** \$92,700

**STATUS:** 75%



Staff, in coordination with the MBTA and local authorities, will identify an arterial corridor with congested signalized intersections on which a bus route operates with delay and schedule adherence problems. First priority in this study will be given to the Arborway corridor, which is served by the MBTA's Route 39 bus. Other corridors could include Blue Hill Avenue in Boston or the MBTA Route 66 bus in Boston, Brookline, and Cambridge. Tasks specified to date are to:

- Identify signal priority strategies that would reduce bus delays and improve schedule adherence
- Estimate impacts to bus passengers and general traffic on both the main and side streets
- Identify what institutional and jurisdictional coordination issues must be overcome (if any) in order to implement signal priority for buses

**FFY 2008 Activities and Expected Work Products:** A signal priority alternatives analysis and will be completed and findings will be documented.

**FHWA/FTA Grant Application Task and Element:** 44.26.05

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$23,200			\$23,200	\$11,600			\$11,600			

## MOBILITY MANAGEMENT SYSTEM MONITORING PROGRAM



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 11130

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

The Mobility Management System (MMS) in the Boston Region MPO area will continue monitoring highways, arterial roads, transit services, park-and-ride lots, and bicycle/pedestrian facilities.

### **FFY 2008 Activities and Expected Work Products:**

- Perform arterial travel-time runs
- Collect and analyze intersections
- Define locations for traffic volume monitoring
- Perform transit monitoring
- Collect and analyze bike and pedestrian data

*This project informs decisions related to the Regional Transportation Plan and the Transportation Improvement Program, and it identifies areas requiring additional study through the Unified Planning Work Program.*

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**FHWA/FTA Grant Application Task and Element:** 44.26.05

### **FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$250,000			\$250,000	\$250,000						



## NEWTON CORNER ROTARY, PHASE II

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 53216

**BUDGET:** \$75,000

**STATUS:** 30%

This project will build upon the results of the Newton Corner, Phase I, study by expanding the model network and developing a quantitative analysis of long-term improvements to the Newton Corner Rotary, which will also include coordination with a possible study of Nonantum Road, if such a study is implemented.

**FFY 2008 Activities and Expected Work Products:** Staff will define alternatives, calibrate the model to existing conditions, evaluate alternatives and document findings.

**FHWA/FTA Grant Application Task and Element:** 44.23.02

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$52,500			\$52,500	\$35,200			\$17,300			

## NORTH SHORE TRANSPORTATION IMPROVEMENTS

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Executive Office of Transportation and Public Works

**ID #:** 82104

**BUDGET:** \$179,000

**STATUS:** 72%

EOTPW and the MBTA are working toward completion of the Draft Environmental Impact Statement to identify a locally preferred alternative (LPA) for the Revere to Lynn corridor. The two main alternatives involve: (1) running parallel to the length of the existing commuter rail line with a trestle through the Rumney Marsh and (2) using the Narrow Gauge right-of-way that travels near the Point of Pines neighborhood and then parallels the existing rail line in Lynn. Pending a decision on an LPA, project advancement may require additional support work.

**FFY 2008 Activities and Expected Work Products:** Staff will define alternatives, calibrate the model to existing conditions, evaluate alternatives and document findings.

*This project supports MBTA work efforts described in Appendix A. It is also related to an ongoing, regionally significant project identified in JOURNEY TO 2030 and is included in the PMT.*

**FHWA/FTA Grant Application Task and Element:** 44.23.02

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$50,000			\$50,000		\$50,000					

## RED LINE-BLUE LINE CONNECTOR STUDY SUPPORT

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Executive Office of Transportation and Public Works

**ID #:** 22331

**BUDGET:** To be determined

**STATUS:** 0%

Design for this project is a legal commitment under the proposed amendment to the State Implementation Plan. It will involve the development of necessary planning and engineering documents for a 0.4 mile extension of the Blue Line from the Government Station to the Charles/MGH station on the Red Line.

**FY 2008 Activities and Expected Work Products:** CTPS will provide analytical support for EOTPW's advancement of the project into the state environmental review process including travel demand forecasting.

*This work is related to a recommended, regionally significant project identified in JOURNEY to 2030, the MPO's long-range transportation plan.*

*Also see Appendix A for related work.*

**FHWA/FTA Grant Application Task and Element:** 44.23.02

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$75,000			\$75,000			\$75,000				

## REGIONAL VISION: METROFUTURE

**STAFF:** Metropolitan Area Planning Council

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** MAPC 7

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

MAPC anticipates that the MPO will consider adopting MetroFuture as the future land use scenario for JOURNEY TO 2030 sometime during the current federal fiscal year, and MAPC expects to adopt the final MetroFuture plan and implementation strategy in October 2007. This UPWP task will then support the implementation of MetroFuture, particularly in relation to its transportation and land use elements. One of the core strategies of MetroFuture is to expedite transportation improvements through cost savings, revenue enhancements, transparent public decision-making, and coordination of land use and transportation decisions. MetroFuture will study other transportation systems and draw on internal and external expertise regarding the Massachusetts model to recommend improvements in transparency, accountability, and cost controls. MAPC will also work with local and state policy makers to align land use decisions with transportation investment.

The MetroFuture plan will prioritize corridor planning by creating systematic mechanisms to coordinate state and local actions across disciplines in corridors where key transportation improvements are anticipated. In order to accomplish this, the MetroFuture process will include studying the current disconnect between transportation and other infrastructure investments, and proposing a system involving regional, local, and state representation to bridge that gap. MetroFuture data will be used to identify and promote areas in the region in which development should be prioritized in order to create the density necessary to support public transit. This also means indicating areas where conservation rather than development should be promoted. This upfront planning will help to map out where transit extensions are necessary and help create a long-term vision for transit investment in the region.

**FFY 2008 Activities and Work Products:** Short-term and longer-term recommendations for implementing the transportation and land use components of MetroFuture. This will involve a study of relevant examples from other states and development of priority areas for development and conservation. MAPC staff will hold subregional meetings, leadership dialogues, and outreach to review barriers and solutions and to begin to build regional consensus in support of recommended changes. Implementation strategies will be released for consideration and adoption at the fall MAPC Council meeting in October 2007. This event will launch a major public information campaign to educate about, and gain support for, the preferred regional scenario and the associated implementation steps.

**FHWA/FTA Grant Application Task and Element:** 44.23.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
		\$100,000	\$100,000	\$67,760			\$32,240			

## REGIONWIDE SUBURBAN TRANSIT OPPORTUNITIES



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 11354

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

This project consist of the following tasks:

***Regionwide Suburban Opportunities Study, Phases III and IV*** (\$26,000 ): CTPS, in cooperation with the Boston Region MPO Suburban Mobility/Transportation Demand Management Subcommittee, has completed two phases of a Regionwide Suburban Transit Opportunities Study. The first phase focused on a review of suburban transit services provided in peer metropolitan areas throughout the United States and defined best practices for new services in the region. The second phase of the study utilized findings from the first phase to identify specific corridors and subareas that would have the highest potential for supporting new fixed-route services. In the third phase of the study, which is 65 percent complete, additional analysis will be performed on some of the communities identified in the second phase, and the potential for new demand-responsive service will be explored.

In Suburban Mobility Phase IV, CTPS will continue its analysis of selected communities with regard to their potential for demand-responsive service. As with Phase III, if a community wishes to apply for funding from the Suburban Mobility Program, CTPS will assist the community with the preparation of a business plan and other matters related to its application.

***Suburban Mobility/Transportation Demand Management Subcommittee Support:*** (\$19,000)

In parallel with work on the Regionwide Suburban Transit Opportunities Study, staff also provides ongoing support to the Suburban Mobility/TDM Subcommittee, with a focus on developing application materials for the Boston Region MPO Suburban Mobility Funding Program, reviewing letters of interest in the program, and assessing funding applications from area municipalities and other transportation providers.

**FFY 2008 Activities and Expected Work Products:** Staff will provide technical assistance to applicants for the Suburban Mobility Funding Program and prepare a final report on demand-responsive service potential.

*This project carries out the Regional Transportation Plan's policy on mobility and will inform decisions about future funding in the Transportation Improvement Program.*

**FHWA/FTA Grant Application Task and Element:** 44.24.01

**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$45,000			\$45,000				\$45,000			

## ROUTE 2/ALEWIFE BROOK PARKWAY, PHASE II

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 62105

**BUDGET:** \$56,700

**STATUS:** 0%

MPO staff have recently completed a technical memorandum entitled “Route 2/Route 16 (Alewife Brook Parkway) Eastbound: Traffic Patterns and Alewife Station Parking Garage Survey.” In this next phase of study, to be conducted in the area, staff will review the origins of travelers in the markets identified in Phase I and compare them with existing feeder bus routes to see if route changes or timing adjustments, or new routes, would capture more of these travelers on transit; review access improvements to/from the Alewife garage for buses to encourage increased ridership, including a dedicated bus lane in the existing shoulder of Route 2; and study improvements to the Route 2/Route 16 intersection, including an analysis of existing signalization in the study area.

MAPC will undertake a bicycle/pedestrian component of this study, which will include the identification of regional bicycle/pedestrian improvements, such as the acquisition of right-of-way and development of a multi-use path on the Watertown branch. This work will be included under the Alternative-Mode Planning and Coordination project, presented in Chapter 7.

**FFY 2008 Activities and Expected Work Products:** A detailed work scope for this study will be presented to the MPO’s Transportation Planning and Programming Committee for approval to proceed.

**FHWA/FTA Grant Application Task and Element:** 44.23.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$56,700			\$56,700	\$26,450			\$30,250			

**ROUTE 60, MALDEN AND MEDFORD, MOBILITY IMPROVEMENT STUDY****STAFF:** Central Transportation Planning Staff**CLIENT:** Boston Region Metropolitan Planning Organization**ID #:** 73214**BUDGET:** \$75,000**STATUS:** 33%

The most recent Congestion Management System report explored the conditions on Route 60 in the region, including Malden and Medford. Heavy general traffic with a high mix of trucks and MBTA buses characterizes this segment of Route 60. Destinations include both local sites and sites accessed via I-93, Route 1, Route 99, and the MBTA Malden Center and West Medford stations. Traffic delays are common during both peak periods, and the right-of-way is limited. Land use is mixed, residential, commercial, and office, the latter mostly in Malden Center.

In this study, staff will first identify, with community participation, problems that contribute to congested and, potentially, unsafe conditions for drivers, pedestrians, and bicyclists along Route 60 in Medford and Malden. Next, strategies to reduce delay and improve safety for drivers, pedestrians, and bicyclists will be identified at key deficient locations and along roadway segments. Depending on the severity of the problems to be addressed, 7 to 10 critical locations will be selected, in consultation with municipal officials. Study staff will focus on access management issues and how to resolve them. This will include identifying locations where signal upgrades, signal coordination, pavement markings, and on-street-parking management would improve traffic flow for pedestrians, bicyclists, and vehicles.

**FFY 2008 Activities and Expected Work Products:** Staff will continue working with the advisory group established for the study, perform an analysis, conduct meetings, and make recommendations.

**FHWA/FTA Grant Application Task and Element:** 44.23.02**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$50,000			\$50,000	\$25,000			\$25,000			

## SAFETY & OPERATIONAL IMPROVEMENTS AT SELECTED LOCATIONS



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 13241

**BUDGET:** \$75,000

**STATUS:** 30%

The 2004 Congestion Management System (CMS) report identified numerous locations with a high level of delays and/or crashes. In this study, which was begun in 2007, staff is evaluating 15 locations and developing recommendations for improvements that would enhance the safety of drivers, pedestrians, and bicyclists. The selected locations, which are listed below, do not include any that would require right-of-way purchases, are under study or design by others, or are programmed in the TIP. Their selection was made in consultation with MPO members and town officials and with consideration given to CMS and TIP criteria and to MPO policies.

- Rantoul Street (Route 1A)/Elliot Street (Route 62), Beverly
- Hyde Park Avenue/River Street, Boston
- Grove Street/Columbian Street, Braintree
- Washington Street (Route 16/126)/Hollis Street, Holliston
- Massachusetts Avenue/Maple Street, Lexington
- Great Road (Routes 2A/119)/King Street (Routes 2A/110), Littleton
- Bolton Street(Route 85)/Union Street, Marlborough
- Main Street (Route 109)/Spring Street/North Meadows Road (Route 27), Medfield
- Central Street/Tremont Street, Peabody
- Hancock Street (Route 3A)/East Squantum Street, Quincy
- North Main Street (Route 28)/Pond Street/Reed Street, Randolph
- Ocean Avenue/Shirley Avenue, Revere
- Main Street (Route 28)/William Street in Stoneham
- Commonwealth Road (Route 30)/Main Street (Route 27), Wayland
- Pleasant Street/Pine Street, Weymouth

**FFY 2008 Activities and Expected Work Products:** Staff will complete a signal priority alternatives analysis and document findings.

**FHWA/FTA Grant Application Task and Element:** 44.26.05

**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$25,000			\$25,000	\$18,750			\$6,250			



## SILVER LINE PROJECT SUPPORT

**STAFF:** Central Transportation Planning Staff

**CLIENT:** MBTA

**ID #:** 23311

**BUDGET:** \$186,000

**STATUS:** 58%

CTPS will continue to assist the MBTA with Silver Line planning, including the annual New Starts Report for Silver Line Phase III and reporting associated with the completion of Silver Line Phase II.

**FY 2008 Activities and Expected Work Products:** Activities and work products associated with this project will continue as described above.

*This project is related to an ongoing, regionally significant project identified in the Regional Transportation Plan and is included in the Program for Mass Transportation.*

**FHWA/FTA Grant Application Task and Element:** 44.23.02

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$124,600			\$124,600						\$124,600	

## SOUTH COAST COMMUTER RAIL EXTENSION

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Executive Office of Transportation and Public Works

**ID #:** 43211

**BUDGET:** \$90,000

**STATUS:** 0%

EOTPW and the MBTA are together developing environmental and other planning documents needed to advance the proposed extension of MBTA commuter rail service between downtown Boston and the cities of Fall River and New Bedford. The project will include the construction of passenger stations and terminal layover facilities.

**FY 2008 Activities and Expected Work Products:** CTPS will provide analytical support for the development of a Draft Environmental Impact Report/Draft Environmental Impact Statement including the reconsideration of alternatives and travel demand forecasting.

**FHWA/FTA Grant Application Task and Element:** 44.23.01

**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO §5303	MBTA §5303	MBTA	Other
\$90,000			\$90,000			\$90,000				

## URBAN RING PHASE 2 REVISED DEIR/DEIS SUPPORT



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Executive Office of Transportation and Public Works

**ID #:** 22325

**BUDGET:** 220,000

**STATUS:** Ongoing

CTPS will continue to support EOTPW in the preparation of the Revised Draft Environmental Impact Report/Draft Environmental Impact Statement (RDEIR/DEIS) for Phase 2 of the Urban Ring.

**FFY 2008 Activities and Expected Work Products:** CTPS will provide new travel demand forecasting to reflect any changes to the region's demographic assumptions.

*This work is related to a project included in JOURNEY TO 2030 and is included in the Program for Mass Transportation. Also see Appendix A for EOT and MBTA-related work for this project.*

**FHWA/FTA Grant Application Task and Element:** 44.23.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$110,000			\$110,000		\$110,000					



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## 7 TECHNICAL SUPPORT/OPERATIONS ANALYSIS PROJECTS

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The projects in this chapter are studies that will be conducted during federal fiscal year 2008. They are technical in nature and may include support for larger projects that are described in Appendix A: Other Boston Region Transportation Planning Projects. In instances where this occurs, the project description refers the reader to Appendix A.

<b>Project ID #</b>	<b>Project Name</b>	<b>Page</b>
MAPC 8	Alternative-Mode Planning and Coordination	7-2
11347	Assistance to MBTA Development	7-4
73303	Lowell National Park Trolley Extension Study Support	7-5
14304	MBTA 2007 National Transit Database: Purchased Bus	7-6
14307	MBTA 2008 National Transit Database: Directly Operated	7-7
14306	MBTA 2008 National Transit Database: Purchased Bus	7-8
11358	MBTA Bus Service Data Collection V	7-9
11360	MBTA Bus Service Data Collection VI	7-10
MBTA 1	MBTA ITS Architecture	7-11
11359	MBTA Post-2007 Fare Increase Analysis	7-12
13396	MBTA Rider Oversight Committee Support	7-13
14309	MBTA Systemwide Onboard Passenger Survey	7-14
11111	Mobility Assistance Program and §5310 Review	7-15
11136	Regional Household Travel Survey	7-16
11124	Statewide Planning Assistance	7-17
90040	Travel Operations Analysis	7-18

## ALTERNATIVE-MODE PLANNING AND COORDINATION



**STAFF:** Metropolitan Area Planning Council

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** MAPC 8

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

The Metropolitan Area Planning Council (MAPC) provides alternative-mode transportation planning support to the Boston Region MPO and municipalities in the MPO region for bicycle and pedestrian transportation, Transportation Demand Management (TDM), and transit in areas currently underserved by the region's existing Regional Transit Authorities. Efforts in the coming year will continue to focus on implementation of the regional bike plan, including the bicycle parking program, development and preparation of the regional pedestrian plan, analysis of Congestion Mitigation Air Quality and Enhancement program applications, advancing the MPO's Suburban Mobility/TDM Subcommittee programs, and continued development of a Toolkit for Sustainable Mobility.

***Suburban Mobility/TDM Program:*** MAPC will continue to work with the MPO to implement its Suburban Mobility/TDM Program. This program funds services that improve the mobility of residents in areas currently unserved or underserved by transit. In federal fiscal year (FFY) 2008 MAPC will place particular focus on improving the TDM aspect of the program. MAPC will also continue to work with the Suburban Mobility/TDM Subcommittee and CTPS to identify promising locations and ideas for future projects and to provide technical support and assistance to municipalities in developing these projects.

***Congestion Mitigation and Air Quality:*** The federal Congestion Mitigation Air Quality program provides funding to the Boston Region MPO for projects that reduce automobile congestion and improve air quality in the region. Work under this program includes coordinating with the MPO and the region's municipalities to identify potential projects eligible for funding, and providing technical support and assistance to municipalities in developing these projects. MAPC will continue to work with the Suburban Mobility/TDM Subcommittee, cities and towns, and agencies to suggest useful program concepts across modes for the CMAQ annual targets. MAPC will also work with the MPO and state agencies to implement improvements to the CMAQ program. Additionally, MAPC is a member of the statewide CMAQ Consultation Committee, which is responsible for reviewing potential projects and approving their eligibility.

***Transportation Enhancement Program:*** MAPC provides technical assistance and reviews projects for municipalities and organizations proposing transportation enhancements to the existing transportation system; screens proposals for completeness; and provides staff support for the regional Transportation Enhancement Selection Committee. MAPC will continue to visit project application sites, gather photo documentation, and meet on-site with proponents to more fully understand the proposed projects. This information is then shared with the MAPC Regional Enhancement Committee to help that committee make more fully informed decisions on project proposals. In addition, MAPC expects to participate in the effort currently being undertaken by Executive Office of Transportation and Public Works (EOTPW) to improve the implementation of the Enhancement Program.

***Mobility Assistance Program:*** MAPC reviews proposals submitted to this EOTPW-administered statewide program. Current program guidelines require applicants to coordinate

## ALTERNATIVE-MODE PLANNING AND COORDINATION (CONT.)



**STAFF:** Metropolitan Area Planning Council

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** MAPC 8

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

with the Regional Planning Agencies and to provide regional service that is coordinated with other entities to eliminate duplicative service.

***Bicycle and Pedestrian Activities:*** Regional Pedestrian Plan and Development of a Community Pedestrian Program. Work will proceed in FY 2008 to develop a regional pedestrian plan similar in purpose and scope to the Regional Bicycle Plan completed by MAPC on behalf of the MPO in 2007. Implementation of bicycle and pedestrian improvements will continue to be pursued in the development of the Transportation Improvement Program, and through assistance to communities preparing and implementing projects through various funding programs. MAPC will specifically focus on developing program concepts to increase pedestrian mobility in the MAPC region for consideration and support by the Boston Region MPO. In addition, MAPC will continue the work that began in 2006 to implement elements of the regional bicycle plan, and will continue to operate and administer the Boston Region MPO's Regional Bike Parking Program.

***Transportation Demand Management:*** Transportation Demand Management Activities activities will receive additional emphasis in FFY 2008 as MAPC works with municipalities and other stakeholders to develop a Toolkit for Sustainable Mobility. This toolkit provides guidelines and standards for best practices for communities that wish to adopt practices leading to more sustainable transportation methods. Based on initial community interest, MAPC developed a parking component of the toolkit in FFY 2007 and identified additional potential topics for development in FFY 2008. MAPC expects to complete one or two additional toolkit components in FFY 2008. Possible topics for this federal fiscal year include: Bike Accommodations, Walkable Neighborhoods (tied in with the Regional Pedestrian Plan), community-based transit services, Green Infrastructure, and development mitigation strategies.

**FFY 2008 Activities and Expected Work Products:** MAPC will continue this ongoing work effort as described above, supporting the MPO's subcommittees, developing the regional pedestrian plan and producing one or more new components of the Toolkit for Sustainable Mobility.

**FHWA/FTA Grant Application Task and Element:** 44.22.03

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
		\$185,015	\$185,015	\$125,365			\$59,650			

## ASSISTANCE TO MBTA DEVELOPMENT

**STAFF:** Central Transportation Planning Staff

**CLIENT:** MBTA

**ID #:** 11347

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

In the 2003 Program for Mass Transportation process, a number of issues and projects were identified that warrant further analysis and review. One such project is a \$10,000 License Plate Survey at Lechmere Station, which CTPS began in FFY 2007 and will complete in FFY 2008 using \$2,000 in FFY 2007 MBTA §5303 funds that are being carried over into FFY 2008. New PMT-related projects proposed to be undertaken by CTPS in 2008 are:

- Fare Structure Analysis (\$40,000)
- Rail Corridor Capacity/Demand Analysis (\$66,200)
- Support the the MBTA Key Bus Route Program (\$75,000)
- Support to the MBTA Rapid Transit Infrastructure Program (\$66,100)

**FFY 2008 Activities and Expected Work Products:** Detailed work scopes outlining the new 2008 projects listed above will be presented to the presented to the Transportation Planning and Programming Committee for approval to proceed.

*This project will further the implementation of the Regional Transportation Plan and the Program for Mass Transportation.*

**FHWA/FTA Grant Application Task and Element:** 44.23.02

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO §5303	MBTA §5303	MBTA	Other
\$249,300			\$249,300					\$247,300	\$2,000	



## LOWELL NATIONAL PARK TROLLEY EXTENSION STUDY SUPPORT

**STAFF:** Central Transportation Planning Staff

**CLIENT:** National Park Service

**ID #:** 73303

**BUDGET:** \$70,000

**STATUS:** 0%

The Lowell National Park has a trolley line within it that serves as a means of moving tourists around the park. The National Park Service has been investigating the feasibility of expanding that service outward into Lowell proper and transforming it into a viable means of serving work, shopping, personal business, and school trips made by Lowell citizens. It would continue to function as a means of transporting tourists around the area, but it would also serve these other trip purposes by virtue of being routed to Gallagher Terminal, the University of Lowell, and other activity nodes in Lowell.

The Park Service has been collaborating with the Northern Middlesex Council of Governments in their efforts to gauge the viability of this expanded trolley service concept. Representatives from both organizations have requested that the Boston Region MPO staff support their efforts by providing travel modeling expertise. The Boston Region MPO's travel model set covers Lowell and the rest of the Northern Middlesex region, and it is the only travel model set in the state capable of providing transit ridership forecasts. In addition, the Park Service wants to position this project as a candidate for the New Starts Program of the Federal Transit Administration (FTA), and doing so will require estimates of the measure known as user benefits. The MPO's travel model set is now connected to the FTA software—SUMMIT—that produces those user benefits estimates.

CTPS will therefore provide ridership and user benefits forecasts for a handful of alternative service plans, all involving the expansion of the current Park Service trolley line.

**FFY 2008 Activities and Expected Work Products:** CTPS will calibrate the regional model set, as necessary, for the needs of this study. Ridership and user benefit estimates for a handful of alternatives will be provided, using the model set. An off-model method for estimating additional tourist-oriented trips will be formulated and applied.

**FHWA/FTA Grant Application Task and Element:** 44.24.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$70,000			\$70,000							\$70,000

**MBTA 2007 NATIONAL TRANSIT DATABASE: PURCHASED BUS****STAFF:** Central Transportation Planning Staff**CLIENT:** MBTA**ID #:** 14304**BUDGET:** \$36,500**STATUS:** 98%

The objective of this project is to develop estimates of passenger boardings and passenger miles for bus routes operated as part of the Suburban Transportation Program and other contracted MBTA local bus service. The data that forms the basis of the estimates will be collected through onboard ridechecks. The MBTA will be submitting its state fiscal year (SFY) 2007 National Transit Database estimates of passenger boardings and passenger miles to the FTA with the aid of CTPS. The final reports, however, will not be completed until FFY 2008.

**FFY 2008 Activities and Expected Work Products:** CTPS will finish processing and analyzing ridecheck data collected during FFY 2007 and prepare memoranda documenting estimates of total passenger-miles and boardings.

**FHWA/FTA Grant Application Task and Element:** 44.24.01**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$1,000			\$1,000						\$1,000	

**MBTA 2008 NATIONAL TRANSIT DATABASE: DIRECTLY OPERATED****STAFF: Central Transportation Planning Staff****CLIENT: MBTA****ID #: 14307****BUDGET: \$83,100****STATUS: 18%**

The objective of this project is to develop estimates of passenger boardings and passenger miles for directly operated bus, trackless trolley, heavy rail, and light rail services. The data that forms the basis of the estimates is collected through onboard ridechecks, station turnstile observations, and passenger surveys. The MBTA will be submitting its state fiscal year (SFY) 2008 National Transit Database estimates of passenger boardings and passenger miles for various transit modes to FTA with the aid of CTPS. The final reports, however, will not be completed until federal fiscal year (FFY) 2009.

**FFY 2008 Activities and Expected Work Products:** Ridechecks will be conducted for the bus and trackless trolley portions of SFY 2008 National Transit Database reporting. For heavy and light rail, origin-and-destination surveys will be conducted, and fare-mix data will be obtained from the MBTA Automated Fare Collection office.

**FHWA/FTA Grant Application Task and Element: 44.24.01****FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$65,600			\$65,600						\$65,600	

**MBTA 2008 NATIONAL TRANSIT DATABASE: PURCHASED BUS****STAFF:** Central Transportation Planning Staff**CLIENT:** MBTA**ID #:** 14306**BUDGET:** \$36,500**STATUS:** 21%

The objective of this project is to develop estimates of passenger boardings and passenger miles for bus routes operated as part of the Suburban Transportation program and other contracted MBTA local bus service. The data that forms the basis of the estimates will be collected through onboard ridechecks. The MBTA will be submitting its SFY 2008 National Transit Database estimates of passenger boardings and passenger-miles to FTA with the aid of CTPS. The final reports, however, will not be completed until FFY 2009.

**FFY 2008 Activities and Expected Work Products:** Ridechecks will be conducted onboard a random sample of bus trips for the purpose of generating estimates of annual passenger miles and boardings for SFY 2008.

**FHWA/FTA Grant Application Task and Element:** 44.24.01**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$28,300			\$28,300						\$28,300	

## MBTA BUS SERVICE DATA COLLECTION V

**STAFF:** Central Transportation Planning Staff

**CLIENT:** MBTA

**ID #:** 11358

**BUDGET:** \$411,000

**STATUS:** 46%



In order to assess bus service changes that are included in the biennial MBTA Service Plans, the MBTA requires ongoing data collection on its bus system. The data collected as part of this project also supports future MBTA service plans: bus routes undergo comparative evaluations for cost-effectiveness, crowding, schedule adherence, and other indicators.

**FFY 2008 Activities and Expected Work Products:** CTPS will be conducting ridechecks, pointchecks, and timechecks to monitor service on the MBTA bus system. This data will be processed and presented to the MBTA in summarized form, along with recommendations for service reallocations to correct schedule adherence problems or observed crowding problems. The data will also be maintained in electronic form accessible to the MBTA so that the Authority may produce specialized reports on service performance by time period, route groupings, and other categories, as needed.

*Results from this work will also be used to update the regional model that is used to develop the Regional Transportation Plan and the Program for Mass Transportation.*

**FHWA/FTA Grant Application Task and Element:** 44.24.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO §5303	MBTA §5303	MBTA	Other
\$254,000			\$254,000						\$254,000	

## MBTA BUS SERVICE DATA COLLECTION VI

**STAFF:** Central Transportation Planning Staff

**CLIENT:** MBTA

**ID #:** 11360

**BUDGET:** \$423,000

**STATUS:** 0%



In order to assess bus service changes that are included in the biennial MBTA Service Plans, the MBTA requires ongoing data collection on its bus system. The data collected as part of this project also supports future MBTA service plans: bus routes undergo comparative evaluations for cost-effectiveness, crowding, schedule adherence, and other indicators.

**FFY 2008 Activities and Expected Work Products:** CTPS will be conducting ridechecks, pointchecks, and timechecks to monitor service on the MBTA bus system. This data will be processed and presented to the MBTA in summarized form, along with recommendations for service reallocations to correct schedule adherence problems or observed crowding problems. The data will also be maintained in electronic form accessible to the MBTA so that the Authority may produce specialized reports on service performance by time period, route groupings, and other categories, as needed.

*Results from this work will also be used to update the regional model that is used to develop the Regional Transportation Plan and the Program for Mass Transportation.*

**FHWA/FTA Grant Application Task and Element:** 44.24.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$176,200			\$176,200						\$176,200	

## MBTA ITS ARCHITECTURE

**STAFF:** MBTA

**CLIENT:** MBTA

**BUDGET:** \$50,000

**ID #:** MBTA 1

**STATUS:** 0%

The MBTA has been implementing a variety of intelligent transportation system (ITS) and ITS-related projects, including automated fare collection, Silver Line bus rapid transit (BRT), systemwide radio, and customer information systems. This project will update the MBTA's 2001 ITS architecture and prioritize the next generation of ITS projects.

**FFY 2008 Activities and Expected Work Products:** The MBTA will update its ITS architecture and produce an updated ITS Plan using \$50,000 in FFY 2007 MBTA §5303 funds that are being carried over into FFY 2008.

**FHWA/FTA Grant Application Task and Element:** 44.24.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO §5303	MBTA §5303	MBTA	Other
	\$50,000		\$50,000						\$50,000	

## MBTA POST-2007 FARE INCREASE ANALYSIS

**STAFF:** Central Transportation Planning Staff

**CLIENT:** MBTA

**ID #:** 11359

**BUDGET:** \$152,900

**STATUS:** 60%



On January 1, 2007, the MBTA instituted a fare increase across nearly all modal and fare-media categories. At the same time, the MBTA introduced several new types of fare payment media and equipment as well as a new fare structure for local bus, rapid transit, and express bus modes. A major aspect of the new fare structure is a differential in prices and benefits depending on the fare media used. This analysis of the 2007 changes will therefore consider more than just the change in modal ridership and revenue resulting from the fare increase. It will also describe changing characteristics in fare-media usage and trip patterns.

**FFY 2008 Activities and Expected Work Products:** CTPS will process and analyze survey, ridecheck, and fare-mix data that was collected in FFY 2007 and document the results in a final report.

**FHWA/FTA Grant Application Task and Element:** 44.24.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$95,000			\$95,000						\$95,000	



## MBTA RIDER OVERSIGHT COMMITTEE SUPPORT

**STAFF:** Central Transportation Planning Staff

**CLIENT:** MBTA

**ID #:** 13396

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

The MBTA general manager established a Rider Oversight Committee (ROC) in 2004 to provide ongoing public input on a number of different issues, including strategies to increase ridership, development of new fare structures, and prioritization of capital improvements.

**FFY 2008 Activities and Expected Work Products:** CTPS will provide support to the ROC by participating in its meetings, responding to technical questions posed by members, and performing technical analyses that will assist the committee in making recommendations on capital improvement plans, service plans, financing strategies, and service performance. Topics of particular interest to the ROC in FFY 2008 will likely include the impacts of the MBTA fare increase and restructuring, mobility strategies recommended in the 2008 PMT, and distribution of trip planning/customer service information throughout the MBTA system.

**FHWA/FTA Grant Application Task and Element:** 44.24.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$11,500			\$11,500						\$11,500	

## MBTA SYSTEMWIDE ONBOARD PASSENGER SURVEY

**STAFF:** Central Transportation Planning Staff

**CLIENT:** MBTA

**ID #:** 14309

**BUDGET:** \$1,035,000

**STATUS:** 0%



In the 12 years since the last set of comprehensive onboard passenger surveys were conducted for the MBTA, the Boston region has experienced significant demographic shifts, transit fare policy changes, and major roadway improvements (namely the Big Dig). Additionally, the MBTA transit system has grown, adding new commuter rail and BRT services. Gauging how these changes have influenced passenger behavior and characteristics is critical to effective and efficient transportation planning.

The MBTA has been awarded a discretionary grant under the FTA's Alternatives Analysis Program for a new systemwide onboard survey of the rapid transit, bus, BRT, commuter rail, and water transportation services. The results of this survey will provide the MBTA, other state and federal agencies, consultants, and the public, with more up-to-date analytical tools to effectively and efficiently conduct transportation planning activities. In particular, this new survey data will enhance CTPS' ability to validate and calibrate the Boston Region MPO regional travel demand model.

**FFY 2008 Activities and Expected Work Products:** CTPS will design and conduct the survey by mode and process survey results.

### FHWA/FTA Grant Application Task and Element:

#### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$350,000			\$350,000							\$350,000

## MOBILITY ASSISTANCE PROGRAM AND §5310 REVIEW



**STAFF:** Central Transportation Planning Staff

**CLIENT:** Executive Office of Transportation

**ID #:** 11111

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

Pre-applications and final applications from organizations located in the Boston Region MPO area for funding under the FTA's §5310 program and the state's Mobility Assistance Program will be reviewed for their consistency with regional goals. These programs award eligible organizations with capital grants for providing transportation services for people who are elderly or disabled. As well as commenting in detail on each application, staff will attend all relevant meetings and participate in the selection of funding recipients.

**FFY 2008 Activities and Expected Work Products:** Grant application evaluations and guidance to program participants.

**FHWA/FTA Grant Application Task and Element:** 44.26.03

**FFY 2008 Budget**

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO §5303	MBTA §5303	MBTA	Other
\$1,000			\$1,000				\$1,000			

## REGIONAL HOUSEHOLD TRAVEL SURVEY

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 11136

**BUDGET:** To be determined

**STATUS:** 0%



Household travel surveys are the chief source of data for building travel models. The last time a regional household travel survey was conducted in the Boston region was 1991; hence, the data underlying the MPO's travel model set are now 16 years old. A new household survey will identify regional travel patterns that have almost certainly changed in the past 16 years, due partly to new transportation facilities, such as the Central Artery/Third Harbor Tunnel and commuter rail line extensions, and partly to changes in residence and employment locations. The survey will also provide updated information on factors that affect personal travel decisions. Examples include fuel costs, transit fares, highway speeds, and household incomes.

In addition to providing data for rebuilding the model's existing travel modes, the household survey will also allow for the development of an activity-based model set, an emerging form of travel model that more accurately represents travelers decision processes.

**FFY 2008 Activities and Expected Work Products:** Two major sets of activities will occur during the fiscal year. The first set of activities will relate to retaining a consultant to conduct the survey. Staff will solicit bids, hold interviews, evaluate proposals, and recommend the hiring of a particular firm to conduct the survey. The second set of activities will consist of pre-survey tasks. These will include working with the consultant to develop a sampling plan and the survey instrument, beginning a publicity campaign, and conducting and evaluating the results of a pilot survey.

It is anticipated that the main survey itself would commence in and continue through FFY 2009.

**FHWA/FTA Grant Application Task and Element:** 44.26.04

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$170,000			\$170,000	\$119,000			\$51,000			

## STATEWIDE PLANNING ASSISTANCE

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Office of Transportation Planning

**ID #:** 11124

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

Work on this project is performed as requested by the state's Office of Transportation Planning (OTP). CTPS will provide general technical assistance on OTP planning activities. This assistance may include:

- Short-term and ongoing analysis of projects and proposals, including travel demand modeling, impacts analyses, air quality analyses, traffic engineering analyses, and other types of quick response analyses for MassHighway
- Preparation of supporting data, graphics, maps, and other materials for OTP studies and presentations
- Technical assistance on OTP activities such as development of travel demand models and development of the Statewide Transportation Plan
- Support of environmental document preparation for projects under development

**FFY 2008 Activities and Expected Work Products:** Activities and work products will depend on tasks requested by the OTP. Projects of appropriate scope will be submitted to the Transportation Planning and Programming Committee before proceeding.

**FHWA/FTA Grant Application Task and Element:** 44.24.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
\$524,700			\$524,700		\$524,700					



## TRAVEL OPERATIONS ANALYSIS

**STAFF:** Central Transportation Planning Staff

**CLIENT:** Boston Region Metropolitan Planning Organization

**ID #:** 90040

**BUDGET:** Not applicable to ongoing projects

**STATUS:** Ongoing

Through the performance of various planning studies for the MBTA, CTPS has accumulated a large amount of ridership, revenue, and service data. This project involves performing various short-term analyses using this available data, upon request.

**FFY 2008 Activities and Expected Work Products:** Activities and work products will depend on tasks requested by the MPO agencies.

**FHWA/FTA Grant Application Task and Element:** 44.24.01

### FFY 2008 Budget

Funding Recipient(s)			FFY 08 Total Budget	Funding Source(s)						
CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO §5303	MBTA §5303	MBTA	Other
\$15,000			\$15,000				\$15,000			

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## 8 BOSTON REGION MPO BUDGET AND OPERATING SUMMARIES

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This chapter contains overall budget information by recipient agency and by funding source for projects listed in the previous chapters. The information is presented according to the same UPWP categories used in those chapters:

Administration and Resource Management Projects	\$1,324,900
Certification Requirements	1,992,800
Planning Studies	2,039,865
Technical Support/Operations Analysis Projects	2,246,615
EOT Section 5303 Local Match*	<u>234,170</u>
Total	\$7,838,350

Funding for the MPO projects in the FFY 2008 UPWP comes from the following sources, which are described in Chapter 1:

FHWA 3C Planning (PL) and EOT Local Match	\$3,184,565
FHWA/MassHighway Statewide Planning and Research (SPR)	786,200
FTA/EOT, MAPC, and MBTA, with Local Match to Section 5303	1,919,385
EOTPW	\$265,000
MBTA**	1,178,200
Other	<u>505,000</u>
Total\$	\$7,838,350

On the following pages, the funding information presented in the preceding chapters is summarized in four tables. These tables are followed by a one-page summary showing the entire budget by recipient agency and funding source. The next table in this chapter shows the grant application categories for Section 5303 funding, as required by the Federal Transit Administration. The purpose of these summaries is to assist federal and state contract administrators in reviewing the overall budget in detail.

The last table in the chapter presents a schedule and staff assignments for CTPS projects in this UPWP. This schedule is subject to revision, particularly for new projects whose work scopes have not yet been developed.

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\* EOTPW Section 5303 matching funds have been applied to the UPWP categories as a whole rather than to individual projects.

\*\* Includes \$87,900 in FFY 2008 Section 5303 carryover funds as described on pages 6-13, 6-14, 7-3, and 7-11.

**FY 2008 UNIFIED PLANNING WORK PROGRAM BUDGET SUMMARIES**

**ADMINISTRATION AND RESOURCE MANAGEMENT PROJECTS**

	Funding Recipient			FFY 08 Budget	Funding Source						
	CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
Computer Resource Management	380,900			380,900	266,600			114,300			
Data Resources Management	500,000			500,000	350,000			150,000			
Direct Support	444,000			444,000	280,000	26,500		102,500	8,000	27,000	
<b>Total</b>	<b>\$1,324,900</b>			<b>\$1,324,900</b>	<b>\$896,600</b>	<b>\$26,500</b>		<b>\$366,800</b>	<b>\$8,000</b>	<b>\$27,000</b>	



**FY 2008 UNIFIED PLANNING WORK PROGRAM BUDGET SUMMARIES**

**CERTIFICATION REQUIREMENTS**

	Funding Recipient			FFY 08 Budget	Funding Source						
	CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
3C Planning Process and Public Outreach Activities	732,200			732,200	516,800			215,400			
Air Quality Conformity Determinations	15,000			15,000	10,500			4,500			
Air Quality Support Activities	20,000			20,000	14,000			6,000			
Boston Region MPO Title VI Reporting	35,000			35,000				35,000			
Disability Access Support (also includes provision of materials in accessible formats)	74,800			74,800	52,400			22,400			
MPO/MAPC Liaison and Support Activities			193,900	193,900	131,380			62,520			
Regional Equity/Environmental Justice Support	89,100			89,100	62,400			26,700			
Regional Model Enhancement	340,000			340,000	238,000			102,000			
Regional Transportation Plan	100,000			100,000	70,000			30,000			
Subregional Support Activities			126,700	126,700	85,850			40,850			
Transportation Improvement Program (CTPS)	135,000			135,000	94,500			40,500			
Transportation Improvement Program (MAPC)			61,100	61,100	41,400			19,700			
Unified Planning Work Program (CTPS)	53,500			53,500	37,500			16,000			
Unified Planning Work Program (MAPC)			16,500	16,500	11,180			5,320			
<b>Total</b>	<b>\$1,594,600</b>		<b>\$398,200</b>	<b>\$1,992,800</b>	<b>\$1,365,910</b>			<b>\$626,890</b>			

**FY 2008 UNIFIED PLANNING WORK PROGRAM BUDGET SUMMARIES**

**PLANNING STUDIES**

	Funding Recipient			FFY 08 Budget	Funding Source						
	CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO \$5303	MBTA \$5303	MBTA	Other
2007–08 I-93 North and Southeast Xway HOV Lane Monitoring	55,000			55,000		55,000					
Belmont, Lexington, and Waltham Subarea Study	2,500			2,500	2,500						
Bicycle/Pedestrian Mobility in Urban Centers	20,000			20,000	20,000						
Bicycle/Pedestrian Studies	78,300			78,300	78,300						
Corridor/Subarea Planning Studies: Land Use Reviews			116,100	116,100	78,665			37,435			
Green Line Extension Environmental Review Support	100,000			100,000			100,000				
I-495 Corrdior Transportation Study	20,000			20,000		20,000					
Land Use Development Project Reviews			93,665	93,665	63,465			30,200			
Massport Transportation Studies	85,000			85,000							85,000
MBTA Program for Mass Transportation	310,300			310,300				53,200		257,100	
MBTA Regional Transit Parking Demand Study	40,000			40,000						40,000	
MBTA Service Benchmarking	67,000			67,000					21,100	45,900	
MBTA Transit Signal Priority Study	23,200			23,200	11,600			11,600			
Mobility Management System Monitoring Program	250,000			250,000	250,000						
Newton Corner Rotary, Phase II	52,500			52,500	35,200			17,300			
North Shore Transportation Improvements	50,000			50,000		50,000					
Red Line–Blue Line Connector Study Support	75,000			75,000			75,000				
Regional Vision: MetroFuture			100,000	100,000	67,760			32,240			
Regionwide Suburban Transit Opportunities	45,000			45,000				45,000			
Route 2/Alewife Brook Parkway, Phase II	56,700			56,700	26,450			30,250			
Route 60, Malden and Medford, Mobility Improvement Study	50,000			50,000	25,000			25,000			
Safety & Operational Improvements at Selected Locations	25,000			25,000	18,750			6,250			
Silver Line Project Support	124,600			124,600						124,600	
South Coast Rail Commuter Rail Extension	90,000			90,000			90,000				
Urban Ring Phase 2 Revised DEIR/DEIS Support	110,000			110,000		110,000					
<b>Total</b>	<b>\$1,730,100</b>		<b>\$309,765</b>	<b>\$2,039,865</b>	<b>\$677,690</b>	<b>\$235,000</b>	<b>\$265,000</b>	<b>\$288,475</b>	<b>\$21,100</b>	<b>\$467,600</b>	<b>\$85,000</b>

**FY 2008 UNIFIED PLANNING WORK PROGRAM BUDGET SUMMARIES**

**TECHNICAL SUPPORT/OPERATIONS ANALYSIS PROJECTS**

	Funding Recipient			FFY 08 Budget	Funding Source						
	CTPS	MBTA	MAPC		3C PL	SPR	EOTPW	MPO §5303	MBTA §5303	MBTA	Other
Alternative-Mode Planning and Coordination			185,015	185,015	125,365			59,650			
Assistance to MBTA Development	249,300			249,300					247,300	2,000	
Lowell National Park Trolley Extension Study Support	70,000			70,000							70,000
MBTA 2007 National Transit Database: Purchased Bus	1,000			1,000						1,000	
MBTA 2008 National Transit Database: Directly Operated	65,600			65,600						65,600	
MBTA 2008 National Transit Database: Purchased Bus	28,300			28,300						28,300	
MBTA Bus Service Data Collection V	254,000			254,000						254,000	
MBTA Bus Service Data Collection VI	176,200			176,200						176,200	
MBTA ITS Architecture		50,000		50,000						50,000	
MBTA Post-2007 Fare Increase Analysis	95,000			95,000						95,000	
MBTA Rider Oversight Committee Support	11,500			11,500						11,500	
MBTA Systemwide Onboard Passenger Survey	350,000			350,000							350,000
Mobility Assistance Program and §5310 Review	1,000			1,000				1,000			
Regional Household Travel Survey	170,000			170,000	119,000			51,000			
Statewide Planning Assistance	524,700			524,700		524,700					
Transit Operations Analysis	15,000			15,000				15,000			
<b>Total</b>	<b>2,011,600</b>	<b>\$50,000</b>	<b>\$185,015</b>	<b>\$2,246,615</b>	<b>\$244,365</b>	<b>\$524,700</b>		<b>\$126,650</b>	<b>\$247,300</b>	<b>\$683,600</b>	<b>\$420,000</b>

**Estimated FFY 2008  
UPWP Total Budget by  
Recipient Agency**

Category	UPWP Total	MAPC			CTPS							EOTPW	
		Total MAPC	3C PL*	MPO §5303*	Total CTPS	3C PL*	SPR*	MPO §5303*	MBTA §5303*	MBTA**	Other	EOTPW	§5303
Administration and Resource Mgt.	1,324,900				1,324,900	896,600	26,500	366,800	8,000	27,000			
Certification Requirements	1,992,800	398,200	269,810	128,390	1,594,600	1,096,100		498,500					
Planning Studies	2,039,865	309,765	209,890	99,875	1,730,100	467,800	235,000	188,600	21,100	467,600	85,000	265,000	
Tech. Support & Oper. Analysis	2,246,615	185,015	125,365	59,650	2,061,600	119,000	524,700	67,000	247,300	683,600	420,000		
EOTPW §5303 Local Match	234,170												234,170
<b>Total</b>	<b>\$7,838,350</b>	<b>\$892,980</b>	<b>\$605,065</b>	<b>\$287,915</b>	<b>\$6,711,200</b>	<b>\$2,579,500</b>	<b>\$786,200</b>	<b>\$1,120,900</b>	<b>\$276,400</b>	<b>\$1,178,200</b>	<b>\$505,000</b>	<b>\$265,000</b>	<b>\$234,170</b>

\* Includes Local Match , which is presented below

\*\* Includes Match and \$87,9000 in MBTA FFY 2007 §5303 carryover funds as described on pages 6-13, 6-14, 7-3, and 7-11.

**Estimated FFY 2008  
UPWP Total Budget by  
Funding Source**

Category	UPWP Total	Highway Sources				Transit Sources							Other
		Total Highway	3C PL	SPR	EOTPW PL and SPR Match	Total Transit	MPO §5303	MBTA §5303	MAPC §5303 Match	MBTA §5303 Match	EOTPW	MBTA*	
Administration and Resource Mgt.	1,324,900	923,100	717,280	21,200	184,620	401,800	366,800	5,360		2,640		27,000	
Certification Requirements	1,992,800	1,365,910	1,092,730		273,180	626,890	601,210		25,680				
Planning Studies	2,039,865	912,690	542,150	188,000	182,540	1,042,175	268,500	14,135	19,975	6,965	265,000	467,600	85,000
Tech. Support & Oper. Analysis	2,246,615	769,065	195,490	419,760	153,815	1,057,550	114,720	165,690	11,930	81,610		683,600	420,000
EOTPW §5303 Local Match	234,170					234,170					234,170		
<b>Total</b>	<b>\$7,838,350</b>	<b>\$3,970,765</b>	<b>\$2,547,650</b>	<b>\$628,960</b>	<b>\$794,155</b>	<b>3,362,585</b>	<b>\$1,351,230</b>	<b>\$185,185</b>	<b>\$57,585</b>	<b>\$91,215</b>	<b>\$499,170</b>	<b>\$1,178,200</b>	<b>\$505,000</b>

\*\* Includes \$87,900 in FFY 2008 Section 5303 carryover funds as described on pages 6-13, 6-14, 7-3, and 7-11.

# FFY 2008 UNIFIED PLANNING WORK PROGRAM BY FTA TASK AND ELEMENT

Estimated Budget, FTA § 5303 by Agency (in \$1,000s)

UPWP		FTA	MAPC		CTPS	MBTA		EOT
UPWP		§ 5303						
Number	Task Title	Total	Fed	Local	Fed	Fed	Local	Local
<b>44.21.00</b>	<b>Program Support and Administration</b>	<b>236.720</b>	<b>4.255</b>	<b>1.065</b>	<b>231.400</b>			
21.01	Unified Planning Work Program	21.320	4.255	1.065	16.000			
21.02	3C Plan. Process and Public Outreach Activities	215.400			215.400			
<b>44.22.00</b>	<b>Gen. Dev. And Comprehensive Planning</b>	<b>209.650</b>	<b>47.720</b>	<b>11.930</b>	<b>150.000</b>			
22.01	Data Resources Management	150.000			150.000			
22.03	Alternative-Mode Coordination	59.650	47.720	11.930				
<b>44.23.00</b>	<b>Long-Range Transportation Planning</b>	<b>255.625</b>	<b>79.900</b>	<b>19.975</b>	<b>155.750</b>			
23.01	Systems-Level Planning				30.250			
	Corridor/Subarea Studies: Land Use Reviews	37.435	29.950	7.485				
	Regional Transportation Plan	30.000			30.000			
	Regional Vision: MetroFuture	32.240	25.790	6.450				
23.02	Project-Level Planning							
	Land Use Development Project Reviews	30.200	24.160	6.040				
	MBTA Program for Mass Transportation	53.200			53.200			
	Newton Corner Rotary, Phase II	17.300			17.300			
	Route 60, Malden and Medford Mobility Study	25.000			25.000			
<b>44.24.00</b>	<b>Short-Range Transportation Planning</b>	<b>597.570</b>	<b>0.000</b>	<b>0.000</b>	<b>95.000</b>	<b>178.930</b>	<b>89.470</b>	<b>234.170</b>
24.01	Special Activities	0.000						
	Assistance to MBTA Development	247.300				164.865	82.435	
	Boston MPO Title VI Reporting	35.000			35.000			
	MBTA Service Benchmarking	21.100				14.065	7.035	
	Regionwide Suburban Transit Opportunities	45.000			45.000			
	Travel Operations Analysis	15.000			15.000			
<b>44.25.00</b>	<b>Transportation Improvement Program</b>	<b>60.200</b>	<b>15.760</b>	<b>3.940</b>	<b>40.500</b>			
25.01	Transportation Improvement Program (TIP)	60.200	15.760	3.940	40.500			
<b>44.26.00</b>	<b>Planning Emphasis Areas</b>	<b>422.420</b>	<b>82.695</b>	<b>20.675</b>	<b>319.050</b>			
26.01	Linking the Planning and NEPA Processes							
	Air Quality Conformity Determinations	4.500			4.500			
	Air Quality Support Activities	6.000			6.000			
26.02	Consultation with Local Officials							
	Subregional Support Activities	40.850	32.680	8.170				
	MPO/MAPC Liaison and Support Activities	62.520	50.015	12.505				
26.03	Coordination of Human Service Transportation							
	Mobility Assistance/§5310 Program	1.000			1.000			
	Disability Access Support	22.400			22.400			
26.04	Enhancing Technical Capacity							
	Computer Resource Management	114.300			114.300			
	Regional Household Travel Survey				51.000			
	Regional Model Enhancement	102.000			102.000			
26.05	Consideration of Management and Operations							
	MBTA Transit Signal Priority Study				11.600			
	Safety & Operation Impr. at Selected Locations				6.250			
44.27.00	<b>Other Activities</b>	<b>137.000</b>	<b>0.000</b>	<b>0.000</b>	<b>129.000</b>	<b>5.335</b>	<b>2.665</b>	
27.01	Direct Support	110.500			102.500	5.335	2.665	
27.02	Regional Equity/Environmental Justice Support	26.500			26.500			
<b>GRAND TOTAL</b>		<b>1919.185</b>	<b>230.330</b>	<b>57.585</b>	<b>1120.700</b>	<b>184.265</b>	<b>92.135</b>	<b>234.170</b>

### FFY 2008 Unified Planning Work Program CTPS Schedule and Staff Assignments

The charts below present estimated schedules and staff assignments for the projects in this UPWP. It is subject to revision as the projects move through implementation.

Project #	Ongoing Planning Activities	CTPS Staff	FY 2008 UPWP Status
90011& 90019-90029	3C Planning Process and Public Outreach Activities	Certification Activities Group	Ongoing
10112	Air Quality Conformity Determinations	Certification Activities Group	Ongoing
90061	Air Quality Support Activities	Certification Activities Group	Ongoing
11347	Assistance to MBTA Development	Transit Service Planning Group	
13208	Bicycle/Pedestrian Studies	Certification Activities Group	Ongoing
11355	Boston Region MPO Title VI Reporting	Certification Activities Group	Ongoing
60400-92	Computer Resource Management	Information and Technology Services Group	Ongoing
60110-600	Data ResourcesManagement	Certification Activities Group	Ongoing
90000	Direct Support	Administrative Services Group	Ongoing
90024	Disability Access Support	Certification Activities Group	Ongoing
22117	Massport Transportation Studies	Transit Service Planning Group	Ongoing
13396	MBTA Rider Oversight Committee Support	Transit Service Planning Group	Ongoing
11351	MBTA Service Benchmarking	Transit Service Planning Group	Ongoing
11111	Mobility Assistance Program and §5310 Review	Certification Activities Group	Ongoing
11130	Mobility Management System Monitoring Program	Traffic Analysis and Design Group	Ongoing
11131&2	Regional/Environmental Justice Support	Certification Activities Group	Ongoing
11244	Regional Model Enhancement	Regional Model Development Group	Ongoing
11354	Regionwide Suburban Transit Opportunities	Transit Service Planning Group	Ongoing
10101	Regional Transportation Plan	Certification Activities Group	Ongoing
11124	Statewide Planning Assistance	Transportation Systems Analysis Group and Traffic Analysis and Design Group	Ongoing
10103	Transportation Improvement Program (CTPS)	Certification Activities Group	Ongoing
90040	Travel Operations Analysis	Transit Service Planning Group	Ongoing
10104	Unified Planning Work Program (CTPS)	Certification Activities Group	Ongoing

**FFY 2008 Unified Planning Work Program CTPS Schedule and Staff Assignments**

<b>Project #</b>	<b>Studies Currently Underway</b>	<b>CTPS Staff</b>	<b>Anticipated Completion Date</b>
62103	Belmont, Lexington, and Waltham Subarea Study	Traffic Analysis and Design Group	Oct-07
13242	Bicycle/Pedestrian Mobility in Urban Centers	Certification Activities Group	Dec-07
62302	Fitchburg Commuter Rail Line Corridor Study	Transportation Systems Analysis Group	Nov-07
11358	MBTA Bus Service Data Collection V	Transit Service Planning Group	Mar-08
14304	MBTA 2007 National Transit Database: Purchased Bus	Transit Service Planning Group	Nov-07
14307	MBTA 2008 National Transit Database: Directly Operated	Transit Service Planning Group	Nov-08
14306	MBTA 2008 National Transit Database: Purchased Bus	Transit Service Planning Group	Nov-08
11357	MBTA Post-2007 Fare Increase Analysis	Transit Service Planning Group	Feb-08
10116	MBTA Program for Mass Transportation	Transit Service Planning Group	Aug-08
13149	MBTA Regional Transit Parking Demand Study	Transportation Systems Analysis Group	Feb-08
14309	MBTA Systemwide Onboard Passenger Survey	Transit Service Planning Group	Sep-07
23313	MBTA Transit Signal Priority Study	Traffic Analysis and Design Group	Nov-07
53216	Newton Corner Rotary, Phase II	Traffic Analysis and Design Group	Nov-07
82104	North Shore Improvements DEIS	Transportation Systems Analysis Group	Dec-07
11136	Regional Household Travel Survey	Regional Model Development Group	Mar-10
73214	Route 60, Medford and Malden Mobility Improvement Study	Traffic Analysis and Design Group	May-07
11134	Route I-495 Corridor Transportation Study	Transportation Systems Analysis Group	Dec-07
13241	Safety & Operational Improvements at Selected Locations	Traffic Analysis and Design Group	Dec-07
23311	Silver Line Project Support	Transportation Systems Analysis Group	Jul-08
22325	Urban Ring Phase 2 Revised DEIR/DEIS Support	Transportation Systems Analysis Group	Jul-08

**FFY 2008 Unified Planning Work Program CTPS Schedule and Staff Assignments**

<b>Project #</b>	<b>New Studies to be Undertaken in FY 2007</b>	<b>CTPS Staff</b>	<b>Anticipated Start Date</b>	<b>Anticipated Completion Date</b>
23220	2007–08 I-93 North and Southeast Xway HOV Lane Monitoring	Traffic Analysis and Design Group	Oct-07	Sep-08
22328	Green Line Extension Environmental Review Support	Transportation Systems Analysis Group	Sep-07	Sep-08
73303	Lowell National Park Trolley Extension Study Support	Transportation Systems Analysis Group	Oct-07	Jun-07
1135	MBTA Bus Service Data Collection VI	Transit Service Planning Group	Mar-08	Feb-09
TBD*	Red Line–Blue Line Connector Study Support	Transportation Systems Analysis Group	TBD*	TBD*
TBD	Route 2/Alewife Brook Parkway, Phase II	Traffic Analysis and Design Group	Oct-07	May-08
43211	South Coast Commuter Rail Extension	Transportation Systems Analysis Group	Sep-07	Sep-08



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## **APPENDIX A**

### **OTHER BOSTON REGION TRANSPORTATION PLANNING PROJECTS**

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The following are brief descriptions of planning studies that will be conducted in the Boston Region MPO area by individual agencies, such as MassHighway or the MBTA. MPO funding will not be used for these studies, although in certain instances an agency or one of its consultants may contract with MPO staff (CTPS) to provide support work for the preparation of an environmental impact report or a large-scale study. For these projects, CTPS support work is described in Chapters 4 through 7, with a cross-reference to the project listing in this appendix. Likewise, projects listed in this appendix indicate whether there is a CTPS component. An example of this is the Executive Office of Transportation and Public Works (EOTPW) I-495 Corridor Study; CTPS support work is described in Chapter 6, and the EOTPW project itself is presented in this appendix.

The projects in this appendix are not subject to the Boston Region MPO's public participation process. Rather, they follow their own public processes with established citizen advisory committees, as required by the Massachusetts Environmental Policy Act (MEPA). They are included here to provide a more complete picture of all the surface transportation planning projects occurring in the region.

**Assembly Square Orange Line Station****Municipality: City of Somerville**

This study involves analyzing the feasibility of a new Orange Line station at Assembly Square. The City of Somerville is working in close coordination with the MBTA to determine the potential of such a station and the possibility of a public-private partnership to construct it.

**Bus Maintenance Facility Planning/Design****Agency: MBTA**

The MBTA is implementing recommendations of its 2003 Bus Maintenance Facilities Strategic Plan. Among those recommendations is planning, permitting, and design work for a North Side facility at Wellington Station that will support the Authority's efforts in upgrading its bus fleet and service with modern, state-of-the-art maintenance operations.

**East Milton Square Parking Study****Municipality: Town of Milton**

The Town of Milton, in consultation with EOTPW, is conducting a study of both existing and future parking and infrastructure needs in East Milton Square. The study, which includes a public participation plan, will explore a range of options for both short-term operational improvements and long-term capital intensive solutions.

**Fairmount Line Improvements****Agency: EOTPW & MBTA**

The 9.2-mile Fairmount Commuter Rail Line runs from South Station, currently serves four stations (Uphams Corner, Morton Street, Fairmount, and Readville) in the communities of Dorchester, Mattapan, and Hyde Park, terminating in the Readville section of Boston. The line, which uses right-of-way entirely owned by the MBTA, also includes 41 bridges. It is the only Commuter Rail line that exclusively serves neighborhoods within the City of Boston, but ridership has historically been low and passenger facilities along the line do not meet modern standards. For several years, EOTPW and the MBTA have been pursuing improvements to the Fairmount Line, including increasing the number of stations—possible locations include Newmarket, Four Corners, Talbot Avenue, and Blue Hill Avenue—and enhancing existing stations and other infrastructure.

**Fitchburg Line Improvements****Agency: EOTPW**

The EOTPW's Office of Transportation Planning (OTP), the Merrimack Valley Regional Transit Authority, and the MBTA are coordinating a planning effort that will set priorities for capital infrastructure investment options to achieve travel-time savings on the Fitchburg commuter rail line.

**Green Line Extension Environmental Review****Agency: EOTPW**

This project is a legal commitment under the proposed amendment to the State Implementation Plan, and include an extension of Green Line service from a relocated Lechmere Station through Cambridge to Somerville and Medford. This effort involves the

development of a Draft Environmental Impact Report and federal environmental review documents.

*See Chapter 6 for related work being conducted by CTPS.*

### **I-93/I-95 Interchange, Woburn & Reading**

**Agency: EOTPW & MassHighway**

EOTPW and MassHighway will manage the environmental review phase of the improvements proposed at this location, resulting from the recommendations of the I-93/I-95 Interchange Transportation Study, which concluded in June 2007. CTPS will continue to provide travel-demand forecasting services to supplement the work of a consultant team in developing an environmental impact study (EIS). For more information, visit [www.9395info.com](http://www.9395info.com).

### **I-95 South Corridor Study**

**Agency: EOTPW**

The I-95 South Corridor Study is being conducted by EOTPW's Office of Transportation Planning. This study will evaluate and address transportation issues in the I-95 corridor from Route 128 in Canton to the Rhode Island state line, and along I-495 from Route 1A in Wrentham to Route 140 in Mansfield. The study area extends beyond I-95 to reflect the heavy influence that parallel transportation corridors—such as Route 1 and the Attleboro/Providence commuter rail line—have on the interstate. The study area is located in both the Boston Region Metropolitan Planning Organization and Southeastern Massachusetts Metropolitan Planning Organization regions. A full range of alternatives, including interchange, highway, and non-highway improvements, as well as multimodal options, will be developed and analyzed as the study progresses. A recommended plan of future transportation improvements (short-term and long-term), based on the alternatives analysis, will be the end product of this study, which will run through 2008. CTPS will provide travel-demand forecasting services to supplement the work of the consultant team. For more information, visit the study Web site, [www.I95southinfo.com](http://www.I95southinfo.com).

### **I-495 Corridor Study**

**Agency: EOTPW**

This study, conducted by EOTPW's Office of Transportation Planning, will evaluate and address transportation issues in the northern section of the I-495 corridor. A full range of alternatives, including interchange, highway, and non-highway improvements, as well as multimodal options, will be developed and analyzed as the study progresses. A recommended plan of future transportation improvements (short-term and long-term), based on the alternatives analysis, will be the end product of this project. The study will run through 2007. CTPS will continue to provide travel-demand forecasting services to supplement the work of the consultant team. For more information, visit the study Web site, [www.495studyinfo.com](http://www.495studyinfo.com).

*See Chapter 6 for related work being conducted by CTPS.*

### **Intelligent Transportation Systems: Development and Implementation**

**Agency: EOTPW**

EOTPW is engaged in planning, developing, and implementing intelligent transportation systems (ITS) to more effectively operate the transportation system in Massachusetts. EOTPW's Office

of Transportation Planning conducts ITS planning described in the State Planning and Research Program – Part I. Current planning activities include maintaining and updating the regional ITS architectures for metropolitan Boston and other regions within the state; increasing awareness of ITS within the transportation community and among related stakeholders; planning activities in support of the use of ITS as tools to improve system performance and function; and providing assistance in planning for the use of ITS for all modes.

MassHighway has established the ITS Programs Unit within the Statewide Operations Division to design, develop, implement, and maintain ITS systems on our state highway system. The ITS Programs Unit works with consultants and contractors on these rapidly evolving technologies. Current activities in the Boston region include operation of the Statewide Traffic Operations Center in South Boston, operation of the HOV lanes on I-93 into Boston from the north and south, expansion of the transportation communications system; operation of the Massachusetts Interagency Video Information System (MIVIS) and advanced traveler-information system; and development of an Advanced Transportation Management System.

#### **Maintenance Facility Needs Assessment**

**Agency: MBTA**

The MBTA is investing assets in its maintenance facilities and coordinating the prioritization of upgrades of these facilities through the establishment of a facilities management system.

#### **Mattapan High Speed Line Accessibility Study**

**Agency: MBTA**

The MBTA is studying the feasibility of providing accessibility on the PCC vehicles that are used to operate service on the Mattapan High Speed Line. This is a condition of the 2006 Consent Order agreement between the MBTA and the Boston Center for Independent Living.

#### **MBTA Station Accessibility Improvements**

**Agency: MBTA**

The MBTA is coordinating the planning and design process for improving accessibility at its stations systemwide, including Science Park and Auburndale stations on the Green Line, Worcester commuter rail line stations, and Rockport, Salem, and Beverly Depot commuter rail stations.

#### **North Shore Draft Environmental Impact Statement (DEIS)      Agency: EOTPW & MBTA**

This study began with an examination of individual feasibility studies previously conducted in the area that analyzed Blue Line extensions, commuter rail improvements, and the construction of a commuter rail connection at Wonderland Station. Because of the significant environmental issues associated with several of the alternatives, the MBTA expanded the planning process to include a draft environmental impact statement (DEIS). Once a locally preferred alternative is identified in the DEIS, the EOTPW/MBTA will seek the endorsement of the MPO.

*See Chapter 6 for related work being conducted by the CTPS.*

#### **Red Line–Blue Line Connector Study**

**Agency: EOTPW**

Design for this project is a legal commitment under the proposed amendment to the State Implementation Plan. It will involve the development of necessary planning and engineering documents for a 0.4-mile extension of the Blue Line from the Government Station to the Charles/MGH station on the Red Line.

**Region One University Transportation Center  
Universities Research Program**

**Colleges and Universities**

Research programs involving educational institutions such as Harvard University, the Massachusetts Institute of Technology, the University of Massachusetts, etc. are conducted at the Region One University Transportation Center. For further information on specific projects, contact Paula Magliozzi at (617) 253-0753.

**Statewide Bicycle Plan Update**

**Agency: EOTPW**

EOTPW's Office of Transportation Planning is conducting an update of the Statewide Bicycle Plan. The Plan will prioritize on- and off-road bicycling improvements in order to develop a statewide bicycling network. Also to be evaluated are gaps in the existing network; connectivity to residential, employment, and multimodal centers; and coordination of planned and future bicycling improvements. CTPS will assist with data collection. The consultant team will continue work through 2007.

**South Coast Rail Commuter Rail Extension**

**Agency: EOTPW & MBTA**

EOTPW and the MBTA are together developing environmental and other planning documents needed to advance the propose extension of MBTA commuter rail service from Boston through Taunton to the cities of Fall River and New Bedford. This work will reexamine the previous work done by the MBTA within the state environmental review process and advance this project into federal environmental review.

*See Chapter 6 for related work being conducted by the Central Transportation Planning Staff.*

**Urban Ring Phase 2: Revised  
Draft Environmental Impact Report/  
Environmental Impact Statement**

**Agency: EOTPW**

**The Urban Ring** is a proposed major new transit service that would run in a roughly circular corridor just outside of central Boston. The corridor passes through residential neighborhoods, employment centers and major educational and medical institutions in Boston, Brookline, Cambridge, Chelsea, Everett, Medford and Somerville. The Urban Ring is designed to provide more direct trips around this “ring” and to improve connections between the corridor and the “spokes” of the MBTA’s existing rapid transit system. The Executive Office of Transportation and Public Works is currently developing a Revised Draft Environmental Impact Report/Draft Environmental Impact Statement (RDEIR/DEIS) for Phase 2 of the Urban Ring, which entails the implementation of bus rapid transit (BRT) service in the Urban Ring corridor.

*See Chapter 6 for related work being conducted by the CTPS.*

**Yawkey Station Improvements**

**Agency: MBTA**

The MBTA is studying options for station configurations at Yawkey Station that would accommodate full commuter rail service. The station is located on the Worcester/Framingham Line.

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## APPENDIX B PUBLIC PARTICIPATION

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Public involvement in the development of the FY 2008 UPWP followed the procedures set forth in the MPO's adopted "Public Participation Process for Planning Documents in the Boston MPO," which are designed to ensure early and continued public involvement in the transportation planning process. Steps to develop this year's UPWP began in January when the MPO conducted two open houses to discuss mobility in the Boston Region and began asking members of the public for ideas for studies to be included in the FY 2008 UPWP. Outreach continued in February when the UPWP was discussed at four seminars conducted around the region for municipal officials and four forums for the public. During these sessions, staff explained how transportation planning is conducted in the region and about how to provide input into the development of the UPWP. MPO staff also met with MAPC's subregional groups to discuss their respective planning needs and to solicit study ideas.

Upon the approval of a circulation draft UPWP by the MPO's Transportation Planning and Programming Committee on July 31, 2007, notice of its availability and the opportunity to review and comment on it was published in the *Boston Globe*, the *Bay State Banner*, and *TRANSREPORT*, the MPO's newsletter. In addition, notices were sent to the MPO's e-mail list serve and to municipal officials in the region. Press releases in English were sent to local and regional newspapers. Press releases in Spanish were also sent to the two major Spanish-language newspapers in the region, *La Semana* and *El Mundo*. The draft document was distributed to the region's 101 chief elected officials and planning directors, the Regional Transportation Advisory Council, the Metropolitan Area Planning Council's subregional groups, and state legislators. The document was available for viewing at all municipal offices and public libraries in the region and for downloading from the Boston MPO Web site at [www.bostonmpo.org](http://www.bostonmpo.org).

The MPO sponsored two public workshops and one open house during the review period for discussion of the draft UPWP and for gathering input from members of the public about their planning priorities. The workshops were at the Copley Square Branch of the Boston Public Library and at Needham Town Hall.

A summary of the comments received during the review period and the MPO's responses to them are presented on the following pages. The comments are in order by the name of the organization or community making the comment.

## Summary of Comments Received on the Draft FY 2008 Unified Planning Work Program with MPO Responses

Dated	Community/ Organization	Name/Title	Comment	MPO Response
8/29/07	Arc of Innovation - 495/MetroWest Corridor Partnership	Paul F. Matthews, Executive Director, and Adam C. Ploetz, AICP, Manager of Sustainable Development Programs	<p>Expresses concerns about increasing traffic congestion, increasing vehicle miles traveled, highway capacity, lack of public transportation options, and aging transportation infrastructure. The organization's newspaper survey of 2006 identified lack of public transportation, traffic congestion, and systemwide maintenance as regional priorities.</p> <p>Supports the five Partnership-area locations being studied in the UPWP's Safety and Operations Improvement Study. Also suggests that the study be used as a model for a similar project that would examine interstate interchanges such as I-495/I-90, I-495/Route 9 and I-495/I-290.</p> <p>Notes that the Regional Household Travel Survey will provide critical data for future planning and expresses frustration that it is not moving forward more quickly.</p> <p>Thanks the MPO for ongoing attention to suburban transit, notes that the reports generated by of the first and second phases of the Regionwide Suburban Transit Opportunities Study are useful resources, supports the objectives of the study's third phase, which is currently underway, and expects the new study's results will be particularly useful to the new MetroWest Regional Transit Authority.</p> <p>Supports the MBTA Regional Transit Parking Demand Study noting the increase in development as a result of the state's emphasis on Transit-Oriented Development and programs such as 40R/40S Smart Growth Zoning districts, etc.</p> <p>Supports the MBTA Program for Mass Transportation (being able to address needed changes in the transit system will help the region compete economically; public involvement on system preservation and service enhancement ideas should be open and timely). Urges consideration of the acute needs on both the Fitchburg and Framingham/Worcester commuter rail lines. Urges that a permanent engineering solution be found to the Routes 126/135 grade crossing, especially in light of the planned expansion of transit service. Notes that planning should also</p>	<p>These concerns are noted and are shared by the MPO.</p> <p>The MPO appreciates the support for the projects. The Metropolitan Area Planning Council (MAPC) and the Central Massachusetts Regional Planning Council are currently working on a study to address issues along the I-495 corridor.</p> <p>A regional household survey is a major undertaking for which a considerable amount of groundwork must be done. Staff is in the preparatory stages of developing a request for proposals and the MPO is in the process of identifying the remaining funding necessary for this endeavor.</p> <p>The MPO notes the support for these projects and has forwarded comments associated with the Program for Mass Transportation to the MBTA.</p> <p>The MPO supports the Fitchburg Line Improvements project, which is an initiative of the Montachusett Regional Transit Authority and has included it in its regional transportation plan Journey to 2030.</p>



## Summary of Comments Received on the Draft FY 2008 Unified Planning Work Program with MPO Responses

Dated	Community/ Organization	Name/Title	Comment	MPO Response
8/29/07	Arc of Innovation - 495/MetroWest Corridor Partnership (Cont.)	Paul F. Matthews, Executive Director, and Adam C. Ploetz, AICP, Manager of Sustainable Development Program	<p>include the impact of service expansion on other communities such as Ashland, Southborough, Westborough and Shrewsbury.</p> <p>Supports the Corridor/Subarea Planning Studies: Land Use Reviews and coordination with the Central Massachusetts Regional Planning Commission also expresses interest in working with both MPO's to provide a regional perspective.</p> <p>Supports Alternative-Mode Planning and Coordination (pedestrian planning is critical to an intermodal system; hopes it will address issues in the Arc of Innovation region. Also supports the transportation demand management activities and the development of the proposed Toolkit for Sustainable Mobility.</p> <p>Supports the MetroWest Regional Transit Authority's (MWRTA) request for planning funds through UPWP, which would allow the MWRTA's individual member municipalities to evaluate and address their need for transportation services.</p> <p>Appreciates the MPO's attention to suburban transportation needs and hopes that comments will be addressed.</p>	The MPO recognizes the planning needs of the regional transit authorities (RTA) within its borders and invites RTA administrators to initiate discussion of the appropriate mechanisms for providing MPO planning assistance with the MPO's Transportation Planning and Programming Committee at the nearest opportunity.
8/06/07	City of Cambridge, Community Development Department	Beth Rubenstein, Assistant City Manager for Community Development	Strongly supports the Route 2/Alewife Brook Parkway Study and the tasks identified in the UPWP. Also supports CTPS' updating of its database with more recent Registry of Motor Vehicle information.	The MPO appreciates the support for this study and related tasks.
8/28/07	Inner Core Committee	Lisa Lepore, Chair	<p>Strongly supports the Route 2/Alewife, Phase II Study which has subregional implications and reiterates support for providing future funding for other studies proposed by the Committee during FFY 2008 UPWP development:</p> <ul style="list-style-type: none"> <li>• A study of the Jamaica Way and Riverway in Boston and Brookline, perhaps with a scope of work similar to the Route 2/Alewife Brook Parkway, Phase I Study.</li> <li>• A planning study for extending the Community Path to the North Point Green Line corridor, which would be done concurrently with the preparation of the environmental impact statement for the Green Line extension to Somerville and Medford.</li> <li>• A Freight Study Next Steps study.</li> </ul>	The MPO appreciates the Committee's support for the Route 2/Alewife, Phase II, Study and also thanks members for their thoughtful discussion and participation in this year's UPWP development process. Needs identified in that process and in the comment letter will be considered in the development of the next UPWP or if additional funding becomes available this UPWP year.

## Summary of Comments Received on the Draft FY 2008 Unified Planning Work Program with MPO Responses

Dated	Community/ Organization	Name/Title	Comment	MPO Response
8/18/07	MetroWest Growth Management Committee	John Stasik, Chairman	Expresses concern about increasing traffic congestion and vehicle miles traveled, highway capacity, lack of public transportation options and their impacts on the quality of life and economic health of the MetroWest region. Requests \$250,000 for a UPWP project to analyze the public transportation needs of the members of the MWRTA, which would allow member communities to evaluate and address potential ridership for people who are elderly, have disabilities, or who journey to work.	The MPO recognizes the planning needs of the RTAs within its borders and invites RTA administrators to initiate discussion of the appropriate mechanisms for providing MPO planning assistance with the MPO's Transportation Planning and Programming Committee at the nearest opportunity.
8/27/07	North Suburban Planning Council	Tony Fields, Chairman	<p>Reiterates comments submitted for the FFY 2007 UPWP: asks that the UPWP include a section for future studies that may not be timely now but may warrant consideration in the future, such as the Route 128/Orange Line Extension in this section.</p> <p>Asks to be involved if MassHighway is considering a Route 128, Lynnfield/Danvers to Reading, Existing Conditions Study in the future.</p>	<p>As you know the MPO conducts a subregional outreach process annually during the development of the UPWP. This year's outreach included detailed discussions with each subregion of specific mobility and safety needs in their area. An assessment of the needs identified in discussions such as these, along with recommendations from other studies and processes, such as the Mobility Managements System, public workshops, etc. provides more current and dynamic input into the development of the UPWP than drawing from a project universe.</p> <p>The lack of funding available for the Route 128/Orange Line Extension and its low rating in the Program for Mass Transportation (PMT) continues to be of concern when considering the programming of limited planning funds.</p> <p>MassHighway decided several years ago that it would not pursue this study.</p>
8/16/07	Town of Arlington	Kevin O'Brien, Director of Planning	Supports the tasks included in the Route 2/Alwife Brook Parkway, Phase II Study and requests that the potential impacts of redevelopment of the former Faces nightclub site in Cambridge and the permitted development at Belmont Uplands also be included in the study.	The MPO appreciates the support for this project. The lack of sufficient funds precludes an analysis of development impacts at the locations suggested in the study. It should be noted, however, that the Metropolitan Area Planning Council has conducted land use analyses in Arlington through the Massachusetts Environmental Policy Act process.
8/15/07	Town of Natick	Patrick Reffett, Community Development Director	<p>Asks that the state provide planning funds to the MWRTA to plan for capital facilities and to conduct service planning.</p> <p>Also requests that the state provide funds for an evaluation of parking demand at local MBTA stations and for the provision of accessibility features to accommodate people with mobility impairments.</p>	<p>The MPO recognizes the planning needs of of the RTAs within its borders and invites RTA administrators to initiate discussion of the appropriate mechanisms for providing MPO planning assistance with the MPO's Transportation Planning and Programming Committee at the nearest opportunity.</p> <p>An analysis of parking demand at MBTA stations is currently underway and is included in the UPWP. The MBTA provides station accessibility through its adopted Key Station Plan, which was developed in consultation with the Access Advisory</p>

## Summary of Comments Received on the Draft FY 2008 Unified Planning Work Program with MPO Responses

Dated	Community/ Organization	Name/Title	Comment	MPO Response
8/15/07	Town of Natick (Cont.)	Patrick Reffett, Community Development Director		Committee to the MBTA. The Executive Office of Transportation and Public Works, in coordination with the MBTA, has completed an analysis of parking in Natick and is awaiting a meeting with the to discuss the results.



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## APPENDIX C

### GLOSSARY

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**3C process** - A Continuing, Comprehensive transportation-planning process carried out Cooperatively by states and local communities.

**AACT (Access Advisory Committee to the MBTA)** - Consumer group that meets with MBTA staff to discuss the transportation concerns of people with disabilities and to ensure ADA compliance.

**accessibility** - Ability to reach a destination or use a facility or service without being impeded by physical or other barriers due to a person's auditory, visual, mobility, or cognitive disabilities.

**ADA (Americans with Disabilities Act)** - Federal legislation prohibiting discrimination on the basis of disability and requiring accessible transportation services.

**arterial** - A roadway serving primarily through traffic and also providing access to abutting properties.

**CAAA (Clean Air Act Amendments of 1990)** - Federal legislation that establishes allowable levels for various air pollutants. Where these standards are not attained, officials must take specified actions within a set time frame or face sanctions, such as loss of federal highway funds.

**CIP (Capital Investment Program)** - Outlines the MBTA's five-year capital expenditures plan.

**CMAQ (Congestion Mitigation and Air Quality Improvement Program)** - A federal funding program that directs funding to projects that contribute to meeting National Ambient Air Quality Standards. Generally, CMAQ funds can not be used for projects that result in the construction of new capacity available to single-occupant vehicles.

**CMS (Congestion Management System)** - A program for evaluating mobility and congestion on the region's transportation system and for identifying strategies which will improve mobility.

**commuter rail** - Multicar rail transportation utilizing exclusive rights-of-way with service between urban areas or between outlying suburbs and the urban core. Usually involves greater distances and fewer stops than those normally found with light rail or heavy rail.

**CTPS (Central Transportation Planning Staff)** - The staff of the Boston Region Metropolitan Planning Organization. CTPS provides technical and policy-analysis support for transportation planning in the MPO region.

**DCR (Department of Conservation and Recreation)** - Agency that maintains 15,000 acres of parkland, numerous public beaches, and 650 miles of parkway within the Boston region. DCR is the successor to the Metropolitan District Commission.

**DEP (Department of Environmental Protection)** - The state regulatory agency within the Executive Office of Environmental Affairs charged with protecting the natural environment of the commonwealth.

**EIS (environmental impact statement)** - Document that reports impacts likely to result from a major transportation project. Impacts include not only those on the natural environment, but also those on the economy, society, and the built environment of historical and aesthetic significance.

**EOEA (Executive Office of Environmental Affairs)** - The cabinet agency that oversees environmental issues for the state and is responsible for State Implementation Plan adoption.

**EOT (Executive Office of Transportation)** - The cabinet agency that sets state policies and plans for all modes of transportation and oversees public transit services, general aviation programs, and the state and local highway network. A member and chair of the Boston Region Metropolitan Planning Organization.

**environmental justice** - Balancing the benefits and burdens of government policies so that no racial, ethnic, or socioeconomic community bears a disproportionate share of the negative environmental consequences. The MPO works to provide an equitable distribution of transportation benefits and burdens and encourages full participation by minority and low-income communities in advising the MPO during its planning and decision-making process.

**EPA (Environmental Protection Agency)** - The agency charged with protecting the nation's environmental quality. The agency reviews all Regional Transportation Plans and Transportation Improvement Programs.

**FHWA (Federal Highway Administration)** - The agency that administers federal highway programs. The agency reviews all Regional Transportation Plans, Unified Planning Work Programs, and Transportation Improvement Programs to ensure compliance with federal planning and funding requirements.

**flexible funds** - Highway funds that may be used for transit programs and vice versa. In the Boston region, highway funds have been “flexed” to the MBTA to fund commuter rail extensions, transit station improvements, and park-and-ride facilities.

**freeway** - A multilane, divided highway without traffic signals and with limited access and egress.

**FTA (Federal Transit Administration)** - The agency that administers federal transit programs. It reviews all Regional Transportation Plans, Unified Planning Work Programs, and Transportation Improvement Programs to ensure compliance with federal planning and funding requirements.

**heavy rail (transit)** - Generally applies to higher-speed, multicar rail transportation utilizing exclusive, grade-separated rights-of-way in subway tunnels, on the surface, or on elevated structures. The MBTA's Red Line is an example of heavy rail.

**HOV (high-occupancy-vehicle) lane** - A lane designated for the exclusive use of high-occupancy vehicles, such as carpools, vanpools, other ridesharing modes, and buses.

**intermodal planning** - Planning that reflects a focus on connectivity between transportation modes as a means of facilitating linked trip-making.

**ITS (intelligent transportation system)** - Computer and communications technology that provides real-time information to operators of vehicles about transportation system conditions. Also includes technologies that identify, monitor, or control vehicles.

**land use** - The purpose for which land or the structures on the land are being utilized; for example: commercial, residential, retail.

**light rail (transit)** - Generally applies to electric rail transportation capable of operating short train sets and that usually uses exclusive, but not grade-separated, rights-of-way. The MBTA's Green Line is an example of light rail.

**LOS (level of service)** - A qualitative measure used to characterize the operating conditions of a transportation service. Most commonly applied to traffic operations, where LOS designations range from A (best) to F (worst).

**MAPC (Metropolitan Area Planning Council)** - A regional planning agency representing 101 cities and towns in the metropolitan Boston area. It serves as a forum in which state and local officials address issues of regional importance. Communities and staff collaborate in the development of comprehensive plans and recommendations related to population and employment, transportation, economic development, regional growth, and the environment. A member of the Boston Region Metropolitan Planning Organization.

**Massachusetts Bay Transportation Authority (MBTA) Advisory Board** - Legislatively created group representing the 175 cities and towns within the MBTA service district. Powers include approval or reduction of the MBTA budget and approval of the Program for Mass Transportation, of changes to the fare structure, and of the appointment of the general manager and three MBTA board members. A member of the Boston Region Metropolitan Planning Organization.

**MassHighway (Massachusetts Highway Department)** - Agency responsible for the design, construction, and maintenance of state highways and bridges. A member of the Boston Region Metropolitan Planning Organization.

**MassPike (Massachusetts Turnpike Authority)** - Agency responsible for the operation of the Massachusetts Turnpike and the Metropolitan Highway System (MHS), which consists of I-90 east of Route 128, the Central Artery, and the three harbor tunnels (Sumner, Callahan, and Ted Williams). A member of the Boston Region Metropolitan Planning Organization.

**Massport (Massachusetts Port Authority)** - Authority charged with operating and developing major commercial maritime and aviation facilities in the Boston region. Owns and operates Logan Airport, Hanscom Field, maritime terminals located in the Port of Boston, and the Tobin Bridge. A member of the Boston Region Metropolitan Planning Organization.

**MBTA (Massachusetts Bay Transportation Authority)** - Authority that provides public transportation service in eastern Massachusetts. A member of the Boston Region Metropolitan Planning Organization.

**MEPA (Massachusetts Environmental Policy Act) Unit** - Section of the Executive Office of Environmental Affairs responsible for administration of the Massachusetts Environmental Policy Act, which requires agencies to use all feasible means and measures to avoid or minimize damage to the environment when taking action on a public or private infrastructure project. MEPA permits are required for most large transportation projects.

**mode** - A particular means of transportation (for example, transit, automobile, bicycle, walking).

**MPO (metropolitan planning organization)** - The regional organization responsible for comprehensive transportation planning and programming in an urbanized area. Work products include the Regional Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program.

**multimodal planning** - Planning that reflects consideration of more than one mode to serve transportation needs in a given area.

**NEPA (National Environmental Policy Act)** - Federal legislation that requires agencies to give full consideration to environmental effects in planning and implementing federal programs. NEPA permits are required for most large transportation projects.

**nonattainment area** - A geographic region that the Environmental Protection Agency has designated as failing to meet National Ambient Air Quality Standards. The Boston area has been designated as being in serious nonattainment for ozone.

**paratransit** - Any of a variety of smaller, demand-responsive, flexibly scheduled and routed transportation services using low-capacity vehicles. Primarily used by persons for whom use of standard transit services is difficult or impossible.

**PMT (Program for Mass Transportation)** - A long-range plan, prepared by the MBTA and approved by the MBTA Advisory Board, that describes and evaluates projects being considered for the MBTA service area. The evaluation helps the MBTA and MPO prioritize projects for implementation.

**Regional Transportation Advisory Council** - Independent group of citizens and officials that advises the MPO on transportation issues and reviews the Regional Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program. The affiliations of its members include government agencies, local communities, and civic and private associations with an interest in transportation planning.

**Regional Transportation Plan (“Plan”)** - A long-range plan that identifies facilities and programs that should function as an integrated metropolitan transportation system and is accompanied by a financial plan that demonstrates how the transportation plan can be implemented. The Regional Transportation Plan must show that the current system can be operated and maintained over the long term, and it recommends capital expansion projects for construction.

**SIP (State Implementation Plan)** - A document that describes, in detail, procedures by which a state will attain or maintain compliance with National Ambient Air Quality Standards. Prepared by the state and submitted to the Environmental Protection Agency for approval.

**SOV (single-occupant vehicle)** - A vehicle containing the driver and no other passengers.

**STIP (State Transportation Improvement Program)** - A short-range transportation-planning document detailing the federally assisted projects planned to be undertaken in a state during a given three-year period. The STIP consists of a compilation of the regional MPOs’ Transportation Improvement Programs and a list of projects to be undertaken statewide.

**Title VI** - Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance.

**TAZ (traffic analysis zone)** - An area delineated by state and/or local transportation officials for tabulating traffic-related data, especially journey-to-work and place-of-work statistics. A TAZ usually consists of one or more census blocks, block groups, or census tracts.

**TCM (transportation control measure)** - An action, usually found in a SIP, that improves traffic flow or reduces vehicle use or congestion with the objective of reducing air pollutant emissions.



**TDM (transportation demand management)** - In its most general form, any actions that attempt to control or alter existing travel patterns or choices. Included are a wide range of strategies, such as promoting ridesharing, requiring alternative work hours or flextime, and increasing travel costs for single-occupant vehicles through parking controls or fees, or through fuel taxes.

**TIP (Transportation Improvement Program)** - A program of transportation projects to be funded within the MPO region for a given five-year period. It is consistent with the Regional Transportation Plan.

**TMA (Transportation Management Area)** - Defined by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) as any urban area over 200,000 in population. Within a TMA, all transportation plans and programs must be based on the 3C process.

**TMA (transportation management association)** - A voluntary association of public and private agencies and firms which develop, fund, or implement transportation programs or services in a given area.

**Transportation Planning and Programming Committee** - The committee comprising designated representatives of the MPO members. It reviews and approves for distribution reports and other documents related to the Regional Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program.

**transit** - Generally refers to passenger transportation service provided to the public along established routes, with fixed or variable schedules, at published fares.

**UPWP (Unified Planning Work Program)** - Document describing proposed surface-transportation-related planning activities to be undertaken in a metropolitan region in a given year.

