

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

March 25, 2010 Meeting

9:00 AM – 12:00 PM, State Transportation Building, MPO Conference Room, Suite 2150, 10 Park Plaza, Boston

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

Meeting Agenda

During this meeting, MPO members began developing the vision and policies for the next long-range transportation plan (LRTP).

Pam Wolfe, Manager of Certification Activities, MPO staff, started the discussion, pointing members to the materials at their places which included the packet of staff-suggested ideas for visions and policies and the graphic showing the transportation planning framework, topics for new or additional focus, and the major LRTP topics, both introduced at the March 18, 2010 Transportation Planning and Program Committee meeting. She remarked on the MPO members' comments about the importance of public involvement in the development of the LRTP, and she reported that the staffs of the MPO and the Metropolitan Area Planning Council are already beginning the outreach work. The outreach has involved putting notices in the MPO newsletter, *TRANSREPORT*, and outreach to the subregions. She also reviewed other comments, including those suggesting that the vision and policies should be driven by the problems and needs experienced by the users of the system; that the MPO needs to be able to measure progress; and that the vision should let transportation customers know what to expect.

1. System Preservation, Modernization, and Efficiency – Efi Pagitsas, MPO Staff
E. Pagitsas gave a PowerPoint presentation on one of the main topics that the MPO members would be discussing during the development of the LRTP: System Preservation, Modernization, and Efficiency. (See attached PowerPoint slides.)

She noted that a new paradigm is emerging in transportation planning because of concerns over social and environmental issues, and due to the high costs of traditional transportation solutions. Because of this, a new approach is needed to optimize the transportation system and address deficiencies. A new approach can be taken by employing integrated transportation solutions that preserve and modernize the existing infrastructure and services, and better manage the transportation system for efficiency and reliability.

Almost 70% of traffic congestion can be attributed to bottlenecks, incidents, and signal timing. These are all areas within the MPO's purview to address. The MPO may, therefore, wish to have a vision that focuses investment in the following areas: multi-modal traffic management (adaptive traffic control systems and transit signal priority),

traveler information systems, traffic incident management, and transportation demand management (TDM).

The benefits of investing in these strategies, which are likely to be lower cost than system expansion projects, include reducing bottlenecks, crashes, travel delay, fuel consumption, air pollution, greenhouse gas emissions, drive-alone trips, vehicle miles traveled, as well as improving travel time reliability and bus on-time arrival.

The steps to realizing the benefits of this vision involve setting goals and objectives, receiving input from system operators, identifying transportation needs and existing conditions, identifying and prioritizing programs and projects that support the vision, addressing implementation and finance challenges, and recommending programs and projects for funding.

The MPO already supports programs that relate to the vision discussed, such as the improvements to the MBTA key bus routes, the Clean Air and Mobility Program, and the Technical Assistance to Communities Program. Including this vision in the new LRTP will ensure that the MPO will continue to do this kind of work.

2. Presentation on Livability – Michael Callahan, MPO staff

M. Callahan discussed “livability,” an emerging topic the MPO members will be considering in the development of the next LRTP.

He began by quoting Secretary of the U.S. Department of Transportation Ray LaHood who described a livable community as follows:

“It ‘s a community where if people don’t want an automobile, they don’t have to have one. A community where you can walk to work, your doctor’s appointment, pharmacy or grocery store. Or you could take light rail, a bus, or ride a bike.”

A livable community is about having transportation choices in addition to the automobile. Livability is also an approach to improvements that reflects the individuality of each community.

The ideas behind livability are based on the principles of the DOT-HUD-EPA Sustainable Communities Partnership, which include:

- Providing more transportation choices
- Promoting equitable affordable housing
- Enhancing economic competitiveness
- Targeting resources to existing communities
- Coordinating and leveraging federal policies and investment
- Valuing unique characteristics of communities, regardless of size

These tenets share commonalities with the Smart Growth initiative that promotes the preservation of open spaces and directs the development of housing and commerce, as well as the associated transportation system, to areas that have already experienced some level of development.

Livability seeks to address the environmental, health, and economic costs associated with automobile dependency.

Some of the environmental and economic costs that might result from climate change were highlighted in the MPO study completed in 2008, "Carbon Dioxide, Climate Change, and the Boston Region MPO: A Discussion Paper." They include:

- a 2 to 3 degree increase in average temperature in New England between now and 2039
- sea level rise of up to 33 inches by 2100
- a coastal flood equivalent to today's 100-year event approximately every 2 to 3 years by mid-century
- events such as the 1996 Green Line flooding may be more common (the line was shut down for several weeks and required \$75 million of work to reopen)

Livability also seeks to address major public health issues by supporting active transportation modes. According to the Centers for Disease Control, the rate of diabetes and obesity have nearly doubled in Massachusetts between 1995 and 2008.

A focus on livability could address these environmental, health, and economic problems by focusing resources on compact, mixed-use development. This could help reduce the number and length of automobile trips, enable healthy transportation options (which is positive for public health and the environment), and increase activity in town centers (which could increase economic activity in those centers).

Following the presentation, members discussed whether a smart growth-type approach could work in the Boston region. Some concerns were raised about the prospects for success given that the manufacturing industries (that once made downtown centers places of economic activity) are no longer operating in Massachusetts. There were questions about the state's goals for moving in this direction and about potential changes to allocation of resources that could result. Advocates for the approach pointed to successful smart growth community planning in the region, such as Weymouth Landing, and the need to develop the region's economy and prioritize development in ways that do not overwhelm the existing transportation system.

3. Discussion of LRTP Vision and Policies

Members were provided with work sheets to use in their brainstorming session with bullet points on suggested vision and policy ideas for each topic of discussion. (See attached.) The City of Somerville distributed copies of additional ideas and proposed changes to the staff suggestions. The additional ideas were all added to the list of staff-suggested ideas and the proposed changes were also entered as additional ideas if they would have changed the meaning of the staff suggestion. The Chair explained that since this was a brainstorming session, all ideas would be added to the list for consideration. During the course of the meeting, many other members also proposed new ideas. There were no changes suggested for most of the vision and policy ideas suggested in the work

sheets. (See attached.) All ideas will be incorporated into a consolidated version to be considered by the Committee as a subsequent meeting.

Members discussed the following main LRTP topics:

- System Preservation, Modernization, and Efficiency
- Livability
- Mobility
- Environment
- Regional Equity
- Climate Change
- Safety and Security

System Preservation, Modernization, and Efficiency

Working from the ideas on the worksheets, members raised the following points during the discussion of the vision for the System Preservation, Modernization, and Efficiency topic:

- Small changes can have a large positive impact and should be given priority.
- The MPO should set its vision of what should be. It should then recognize that due to the financial realities and the scope of the problems that must be addressed, particularly for maintenance and system preservation, that there will be a gap between the LRTP visions and the reality. This should be explained in the LRTP.

Members discussed how to handle the issue of system expansion. A recommendation was made to revise the first vision point below to remove the highlighted text and to add the other vision points below:

- Improvements **will not depend on new expansion projects**, but will come from strategies and programs implementing intelligent transportation systems (ITS), system preservation, and maintenance.
- Expansion projects should be selected and designed strategically – with an emphasis on addressing regional needs.
- Innovative approaches to reducing auto-dependency and promoting alternative transportation will be implemented at every opportunity.
- The transit system will incorporate advances in technology as they become available.
- We will use technology to expand the number of users our existing transportation system can process
- Attention to management and operations will optimize mobility and access all around the region

The following points were made during the discussion about those suggestions:

- The MPO has had a policy of not expanding the system unless there is no other alternative.
- Modernizing the transit system would better serve people and add capacity than would expanding the system.

- Judicious expansion of the system should be considered; projects and programs that expand regional bus service is an example of how the system could be expanded.
- A vision point should be added that reads as follows: We will use technology to expand the number of users of our existing transportation network.
- There should be more emphasis on asset management for optimizing the system.
- Accessibility for persons with disabilities is key component of modernizing the system.

There were no changes suggested to the following System Preservation, Modernization, and Efficiency vision ideas:

- *The transportation system will be maintained in a state of good repair.*
- *Improvements will not depend on new expansion projects, but will come from strategies and programs implementing intelligent transportation systems (ITS), system preservation, and maintenance.*
- *The existing roadway network and the transit system will achieve maximum efficiency through strategic investments.*

Members then discussed implementation policies for the System Preservation, Modernization, and Efficiency topic:

A recommendation was made and accepted to revise one proposed policy point so that it read as follows:

- Bring the transportation network – particularly the transit, bike and pedestrian system – into a state of good repair and maintain it at that level.

Members made additional suggestions for consideration:

- Use technology to increase efficiency whenever possible.
- Priority for roadway repairs should be placed on bridges and roads on the regional network.
- Reduce reliance on federal funding for local highway maintenance and refocus local road maintenance needs toward the Chapter 90 program funding.
- Priorities should be placed on safety and economic development.
- Consider widening of shoulders and/or additional travel lanes to improve the capacity and efficiency (level of service) of the arterial roadway network (District 5).
- Ensure early and ongoing coordination of local utility and road repair work. (District 5)
- Promote preventative maintenance efforts on roadways. (District 5)

There were no changes suggested to the following System Preservation, Modernization, and Efficiency policy ideas:

- *Put a priority on programs, services, and projects that maximize efficiency through the use of ITS, new technologies, and transportation systems management and operations*
- *Bring the transportation network—particularly the transit, bike, and pedestrian system—into a state of good repair and maintain it at that level*
- *Set funding objectives for maintaining the existing system*
- *Turn to technology before system expansion*

Livability

There were no changes or simple clarification suggested to the following Livability vision ideas:

- Multimodal transportation serves business, residential, and mixed-use centers
- Existing* transit, bicycle, and pedestrian facilities will be linked in a network
- In 2035, the areas of denser* residential development, employment and commercial centers, and major destinations will increase
- Transportation investments focus on identified activity centers
- Density and mixed-use activity supports more transit
- Community centers thrive – better access through additional modes
- Additional transportation options support healthy lifestyle
- Mobility for persons with disabilities is improved
- Urban design creates more human-scale, aesthetically pleasing environments

Additional ideas proposed for consideration for the Livability vision included the following:

- Create incentives for mode shift toward more sustainable transportation options.
- Commuting times will be decreased.
- Land use policies and transportation investments should give all residents the opportunity to move between where they live, work, and play using healthy transportation options.
- Buildings will be LEED certified and use on alternative energy sources.
- Congestion will be reduced.
- Use of the transportation system should be affordable for all.

There were no changes to the following Livability policy ideas:

To make livability a hallmark for communities and achieve mobility, foster sustainable communities, expand economic opportunities and prosperity, the MPO will put a priority on programs, services, and projects that:

- *Are consistent with MetroFuture land use planning (serving already-developed areas; locations with adequate sewer and water; areas identified for economic development by state, regional, and local planning agencies; and density)*
- *Take advantage of existing transit and roadways (for residential and commercial/industrial developments)*

* Added for clarification.

- *Support health-promoting transportation options*
- *Expand the network of pedestrian facilities*
- *Close gaps in the region's bicycle and pedestrian networks*
- *Promote a complete-streets philosophy*
- *Enrich urban design, especially as it relates to transportation*

Other policy ideas included the following:

- Parking policies should be aligned with regional and neighborhood development.
- Encourage workplaces to have facilities that accommodate bicyclists.
- Encourage transportation demand management (TDM) programs, transportation management associations, shuttles, and carpooling.
- Identify gaps in existing transit, bicycle, and pedestrian networks within urban neighborhoods.
- Enhancements to improve livability will be cost-neutral or score favorably in a cost/benefit analysis.

Tom Bent, City of Somerville, and David Koses, City of Newton, raised a concern about having policies that could preclude system expansion that would support new job-creating, mixed-use developments.

Mobility

There were no changes suggested to the following Mobility vision ideas:

- *Improved access to jobs; education and training; health services; and social and recreational opportunities*
- *More transportation options, all modes*
- *Improved transportation for freight, commercial activity, and passengers*
- *Inclusion of persons with disabilities, the elderly, youth, minorities, and persons with low incomes or for whom English is a second language in the planning process*
- *Mobility and access are improved through increased density and strategic transportation/land use investments, which would increase transportation options for all.*

Other ideas for the Mobility vision included the following:

- Transportation policy will focus on mitigating existing burdens caused by transportation infrastructure.
- All residents should have access to transportation options.
- All train stations should be accessible to people with disabilities.
- Unnecessary delay in travel time will be reduced.
- People will be moved in a reliable manner.
- Transit ridership should increase. There should be a mode shift to transit.
- Corridors should accommodate all users.
- There should be intermodalism in design.
- A strong customer service approach to MPO planning will be used and customer service values will be reflected in projects and programs to be funded.

There were no changes suggested to the following Mobility policy ideas:

To improve mobility for people and freight, the MPO will put a priority on programs, services, and projects that:

- *Strengthen connections*
- *Improve access to transit*
- *Improve transit frequency, span, and reliability*
- *Expand transit, bicycle, and pedestrian networks*
- *Implement transportation system management and operations strategies*
- *Support incident management programs*
- *Support improvements in all corners of the region, urban and suburban*
- *Move people and goods more efficiently*
- *Address the needs of all users within each Transportation Improvement Program annual element*
- *Link land use and transportation*

Other Mobility policy ideas included the following:

- Integrate payment methods for fares and parking across modes.
- Encourage TDM, TMAs, shuttles, and carpooling.
- Address capacity constraints and bottlenecks in the existing system before expansion. Transit bottlenecks should be addressed.
- Bicycle access on existing roadways will be prioritized over new bicycle trails used primarily for recreation. Bicycle investments (lanes and trails) should focus on moving people between activity centers (including transit locations) over recreation and should close gaps and make connections.
- Strengthen multimodal connections.
- Strengthen connections to the airport and for intercity travel.
- Promote strategic land use around transportation through innovative zoning, incentives, and infrastructure investment.
- Address congestion and bottlenecks by increasing roadway capacity when warranted.
- Consider retiming and/or coordination of traffic signals when warranted.

Environment

There were no changes suggested to the following Environment vision ideas:

- *Greenfields will be preserved and brownfields reused as a result of transportation investments in areas of existing development.*
- *Air quality will be improved; vehicle emissions (carbon monoxide, nitrogen oxides, volatile organic compounds, carbon dioxide, and particulates) will be reduced.*
- *Fleets will be upgraded.*
- *Transit and nonmotorized transportation modes, such as bicycling and walking, will increase in mode share.*

- *Project design processes will protect wetlands and minimize soil, water, and other environmental impacts.*
- *Context-sensitive design principles will be implemented to protect communities' cultural, historic, and scenic resources, community cohesiveness, quality of life, and aesthetically pleasant environments.*
- *Transportation agencies will work with environmental and cultural resource agencies.*

Other Environment vision ideas included the following:

- Infrastructure, including fleets, will be upgraded.
- Transportation investments will protect the health of all residents and will reduce impacts on the environment.

There were no changes suggested to the following Environment policy ideas:

To protect the environment and minimize the impacts of transportation, the MPO will put a priority on programs, services, and projects that:

- *Avoid investments that increase pressure on developing greenfields*
- *Support investments that clean up brownfields*
- *Promote energy conservation*
- *Promote fleet management and modernization*
- *Support high-occupancy-vehicle travel options*
- *Value community character and cultural resources*
- *Protect natural resources*
- *Promote a complete-streets philosophy*

Other Environment policy ideas included the following:

- Projects that produce zero emissions will have priority for expansion funding.
- Promote energy conservation and the use of renewable energy sources.
- Support investments that clean up and reuse brownfields.
- No project will be funded that increases the exposure of at-risk populations to ultra-fine particulates.
- Incorporate early impact and mitigation planning for the ecosystems.
- Promote investments with lower lifecycle costs and emissions.
- Invest in transportation projects based on their total costs, which includes lifecycle costs.
- Promote the use of public transit, biking, and walking as alternatives to vehicular use where such infrastructure is available or needed. (District 5)

Regional Equity

There were no changes suggested to the following Regional Equity vision ideas:

- *There will be equitable mobility and access to jobs, educational institutions, and services for low-income and minority residents, the elderly, youth, and persons for whom English is a second language.*
- *Environmental burdens from transportation will be minimized.*

Other Regional Equity vision ideas included the following:

- Transportation policy will focus on mitigating existing burdens caused by transportation infrastructure.
- Expansion projects should address clear regional needs.
- There will be equitable quality, affordability, and access to services, and equitable distribution of burdens related to the transportation system.
- The MPO will invest in removing existing burdens.
- Maintaining heavily used services (such as those serving low income or minority neighborhoods) will be given priority over new, yet-to-be-proven services.

M. Pratt expressed her personal wish that residents in the region learn English. Ginger Esty, Town of Framingham, proposed the idea of using signs with universal symbols as a way to address the needs of non-English speaking/reading users of the transportation system.

There were no changes suggested to the following Regional Equity policy ideas:

To provide for the equitable sharing of benefits and burdens of transportation investments among all residents in the region, the MPO will put a priority on programs, services, and projects that:

- *Continue MPO outreach and analysis to identify equity needs*
- *Address identified equity needs*
- *Follow environmental justice principles*
- *Increase travel speed and capacity for transit services in low-income and minority neighborhoods*
- *Reduce the negative impacts of the highway system on low-income and minority neighborhoods*

Other Regional Equity policy ideas included the following:

- Projects that remove existing inequities will have funding priority over all non-bridge and tunnel maintenance projects.
- The MPO is obligated to monitor and work with the implementing agencies on current system inequities and system performance.
- Reduce the negative impacts of the highway system on low-income and minority neighborhoods, particularly in terms of air quality, pedestrian access, and safety.
- Monitor and address under-served communities and areas in the Boston MPO region relative to the TIP programming and funding processes. (District 5)

Climate Change

There were no changes to the following Climate Change vision ideas:

- *Greenhouse gas (GHG) emissions will be reduced to Global Warming Solutions Act levels.*
- *The MPO will be engaged as a regional participant in climate change related actions*

- *The MPO will adopt GHG reduction goals and will act to meet them.*
- *Transit, bicycling, and walking mode shares will increase.*
- *Fleets will be modernized.*
- *Land use planning practice will actively promote density in currently developed areas or in those regionally identified for growth.*
- *Transportation planning will support improvements in identified growth areas.*
- *Transportation infrastructure will be protected.*

There were no changes to the following Climate Change vision policy ideas:

To meet the region's targets for reducing GHG emissions, the MPO will put a priority on programs, services, and projects that:

- *Define targets for reducing vehicle-miles traveled (VMT) and act to meet them*
- *Pursue stronger land use and smart growth strategies*
- *Tie transportation funding to VMT reduction and smart growth goals*
- *Increase transit, bicycle, and pedestrian options*
- *Encourage fleet management and modernization*
- *Invest in adaptations that protect critical infrastructure*
- *Encourage transportation demand management (TDM) commuter strategies*

Other Climate Change policy ideas included the following:

- Invest in projects and programs that encourage fleet management and modernization and reduce bus idling; examples are projects and programs such as bus lanes that improve bus service and provisions allowing queue jumping.
- Energy use will be part of the environmental impact analysis of all projects. Total energy use in the LRTP will be (some %) less than 1990 transportation-related energy use in the MPO region.
- Encourage the use of alternative fuel vehicles will be encouraged in congested urban areas. (District 5) Promote the use of public transit, biking, and walking as alternatives to vehicular use will be promoted where such infrastructure is available or needed. (District 5)

Safety and Security

There were no changes to the following Safety and Security vision ideas:

- *The transportation network will provide safe transportation options for people and goods.*
- *The number and severity of crashes will be reduced.*
- *Transit malfunctions will be reduced.*
- *The viability of transportation infrastructure critical to emergency response and evacuations will be protected.*
- *The MPO will continue to participate in all-hazards planning and take appropriate actions.*
- *Transit will have state-of-the-practice ITS measures and surveillance communication systems*

Other Safety and Security vision ideas included the following:

- Roads and bridges will be repaired and maintained at a safe level.
- Ratio of transit malfunctions to number of service hours will be reduced.
- There will be freedom to choose transportation mode without fear for personal safety.

There were no changes to the following for Safety and Security policy ideas:

To provide for maximum transportation safety and to support security in the region, the MPO will put a priority on programs, services, and projects that:

- *Maintain the transportation system in a state of good repair*
- *Address roadway safety deficiencies*
- *Address transit safety and security vulnerabilities*
- *Use state-of-the-practice safety elements*
- *Support incident management programs*
- *Protect critical infrastructure*
- *Implement recommendations of all-hazards planning*
- *Improve safety for pedestrians and cyclists*

Other Safety and Security policy ideas included the following:

- When rebuilt, key transportation infrastructure should be upgraded to a “hardened” design standard.
- Priority safety projects will be those that reduce the severity of crashes. Highest priority will be given to projects that improve safety for all users.
- Achieve federal mandates will be achieved, including positive train control.
- Incorporate safety provisions in shared-use corridors.
- Support reducing the base speed limit in municipalities from 30 to 25 miles per hour.
- Support ITS investments.
- Consider signalization and/or roundabouts at historic high crash intersections. (District 5)
- Support the widening of arterial roadway shoulders to provide safer bicycle accommodation where warranted. (District 5)
- Identify roadway corridors with high crash and lane departure crash rates and conduct Road Safety Audits to identify solutions. (District 5)

Following the discussion, staff was directed to compile the lists of vision and policy ideas and make needed edits, such as elimination of duplications. The ideas could also be reorganized, if needed, made more concise. The vision and policy text will then be distributed back to members. Members were asked to send any additional ideas to staff. The vision and policy discussion will be continued at the meeting of April 15.

4. Adjourn

Transportation Planning and Programming Committee Meeting Attendance
Thursday, March 25, 2010, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway
City of Boston
City of Newton
City of Somerville
Massachusetts Port
Authority
MAPC

MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council
Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton

Representatives and Alternates

David Mohler
John Romano
Thomas Kadzis
David Koses
Thomas Bent
Lourenço Dantas

Eric Bourassa
Jim Gallagher
Joe Cosgrove
Paul Regan
Laura Wiener

Richard Reed
Melissa Santucci
Ginger Esty
Mary Pratt

MPO Staff/CTPS

Cathy Buckley
Mike Callahan
Eric Howard
Maureen Kelly
Anne McGahan
Hayes Morrison
Sean Pfalzer
Karl Quackenbush
Arnie Soolman
Mary Ellen Sullivan
Pam Wolfe

Other Attendees

Mark Guenard
Wig Zamore

MassDOT
Somerville Transportation Equity
Partnership / Mystic View Task
Force

System Preservation, Modernization, and Efficiency

March 25, 2010

Boston Region Metropolitan Planning Organization



Transportation is critical to our lives



A new paradigm is emerging



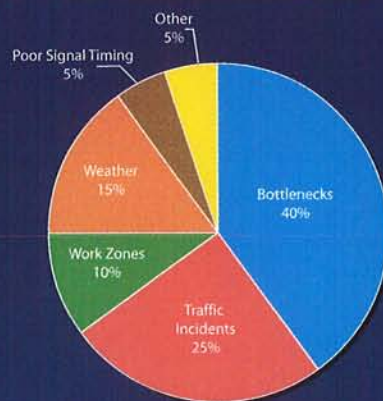
Integrated transportation solutions that improve existing
infrastructure and services

- Advanced technologies for transportation system management
- Transportation demand management

Together they optimize, preserve, and modernize our system



Traffic Congestion and System Preservation, Modernization, and Efficiency



At least 70% of congestion is attributable to areas that can be addressed under this vision



Examples of focus area investments under this vision

- Multimodal traffic management
 - Adaptive traffic control systems
 - Transit signal priority
- Traveler information
- Traffic incident management
- Transportation demand management



Benefits from investing in strategies that promote this vision

- Reduce bottlenecks
- Reduce crashes
- Improve travel time reliability
- Improve bus on-time arrival
- Reduce travel delay
- Reduce fuel consumption, air pollution, and green house gas emissions
- Reduce drive alone trips
- Reduce vehicle miles traveled



Key steps to realize benefits from this vision

- Follow up this vision with supporting goals and objectives
- Receive input from state, city/town, and regional service and operations providers
- Identify transportation needs and existing conditions
- Developing and prioritizing programs and projects that support this vision
- Addressing implementation and finance challenges
- Recommending programs and projects for funding



**Framework for Visions and Policies for the
2035 Long-Range Transportation Plan
March 11, 2010**

The Boston Region Metropolitan Planning Organization (MPO) is beginning the process of formulating its visions and policies for transportation in the region as part of its new, long-range regional transportation plan. Its visions and policies will guide MPO transportation decision-making and lay the groundwork for the region's future.

The MPO must base the visions first on the federal planning factors that were most recently laid out in SAFETEA-LU and other, subsequent federal guidance. State legislation and statewide planning and policy initiatives also need to be considered. Another key element is the current land use and demographic planning conducted by the Metropolitan Area Planning Council. The visions should build on the MPO's previous priorities for transportation improvements. Very importantly, they should articulate the views and ideas presented by members of the public during the development of the last full long-range regional transportation plan, JOURNEY TO 2030, and other recent public outreach activities of the state and the MPO.

The following material is intended to provide information describing the current "lay of the land" for metropolitan transportation planning in the MPO region. This includes federal, state, and regional regulations, initiatives, guidance, and public input.

The elements of the framework presented in the material make it clear that the MPO's visions and policies for the region should be updated. The challenges the region faces increase the urgency of reflecting an evolution in how the region views its communities and envisions its transportation infrastructure and services. They include addressing climate change and the region's needs for mobility, and access to destinations, energy, infrastructure maintenance, cultural and environmental resource protection, and economic development within the context of limited financial resources. This requires that transportation planning involve additional steps to incorporate the linking of land use and transportation planning, making full use of a management and operations approach to solving transportation problems, and folding in considerations from other areas of interest.

This long-range transportation plan looking out to 2035 is an opportunity to envision the region's transportation network and communities in a new light—promoting sustainability, health, mobility, and improved access to desired destinations.

The following material is presented in a bulleted, overview format. These notes are intended to support the discussion at the March 18, 2010, Transportation Planning and Programming Committee working session on Visions and Policies.

The Framework – Built on Federal, State, and Regional Initiatives and Guidance

- SAFETEA-LU planning factors
- SAFETEA-LU focus on multimodal operations
- Sustainable Communities Partnership
- Massachusetts Healthy Transportation Compact
- Global Warming Solutions Act
- YouMove Massachusetts
- Two studies: Transportation Finance in Massachusetts: An Unsustainable System; and the MBTA Review (D'Alessandro report)
- MassDOT Office of Performance Management and Innovation
- Statewide Land use initiatives
- MetroFuture
- Public comments on JOURNEY TO 2030

MPO Planning Areas Needing New or Additional Emphasis: Promoting Livable Communities

- Linking land use and transportation planning
- Working with limited financial resources
- Using a management and operations approach
- Protecting air quality and the environment
- Preserving and maintaining the transportation system
- Increasing transit and other healthy-transportation mode shares
- Helping to build sustainable communities
- Considering regional equity

2035 Plan Addresses These through Seven Topic Areas

The topic areas, derived from the framework initiatives and guidance, are:

- Mobility
- Livability
- Environment
- Climate Change
- System Preservation, Modernization, and Efficiency
- Safety and Security
- Regional Equity

Federal Framework for Metropolitan Transportation Planning

- Reflected strongly in the JOURNEY TO 2030 Visions and Policies
- Will continue to be the foundation of all MPO planning

SAFETEA-LU Planning Factors

- Support economic vitality; enable global competitiveness, productivity, and efficiency
- Increase safety – all users
- Increase ability to support homeland security and safeguard personal security
- Increase accessibility and mobility – people and freight
- Protect and enhance environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance integration and connectivity, across and between modes – people and freight
- Promote efficient system management and operations
- Emphasize preservation – existing transportation system

SAFETEA-LU and Multimodal Operational Efficiency

Use an objective-driven, performance-based approach – plan for desired system performance outcome.

- Focuses on needs
- Uses performance measures to define success and track outcomes
- Uses management and operations strategies
- Makes better use of the existing transportation network, reducing capital costs
- An effective, value-added way to reduce congestion, and to improve mobility, safety, access to transit, and intermodal connections

Sustainable Communities Partnership

A federal policy directive to the Department of Transportation, the Environmental Protection Agency, and the Department of Housing and Urban Development to integrate problem solving into for housing, land use, and transportation planning by.

- Promoting and implementing policies and programs to address climate change, protect the environment, and advance federal transportation and housing goals
- Recognizing the coordinated action needed to address climate change and solve problems
- Asking MPOs to use the Livability principles to guide vision, planning, and decisions

Livability Principles

- Provide more transportation choices, including transit and nonmotorized
- Promote equitable, affordable housing
- Enhance economic competitiveness

- Target resources to existing communities, including environmental quality – clean air, energy efficiency, aesthetics, environmental and cultural resources
- Coordinate and leverage federal policies and investment
- Value unique characteristics of communities, no matter their size

Massachusetts Framework Influencing Metropolitan Transportation Planning

Massachusetts Healthy Transportation Compact

An interagency group composed of the Massachusetts Department of Transportation (MassDOT), Executive Office of Health and Human Services, and the Office of Energy and Environmental Affairs, was established by transportation reform legislation.

Purposes:

- Address transportation needs
- Promote public health
- Promote a clean environment

Goals:

- To promote interagency cooperation
- To increase access to healthy transportation alternatives in order to:
 - Reduce greenhouse gas emissions
 - Increase physical activity
 - Increase service options for persons with disabilities
- Increase bicycle and pedestrian travel
- Support implementation of complete streets
- Develop and use health impact assessments
- Facilitate access to appropriate, cost-effective transportation for individuals with disabilities
- Expand Safe Routes to Schools program

Global Warming Solutions Act

- Seeks to establish statewide greenhouse gas (GHG) emissions limit: minimum of 80 percent below 1990 levels by 2050
- Directs development of an implementation plan to achieve the above emissions goals; the plan will include actions in the transportation sector
- Requires interim targets of 10 to 25 percent emissions reductions for each decade
- Requires a report on implementation every five years; includes cost-effectiveness, societal benefits, impacts on low-income communities, and cost minimization
- Convenes an advisory committee to advise the executive office in overseeing GHG reduction measures

YouMove Massachusetts

A MassDOT program to solicit views from users of the transportation system to be included in the statewide long-range transportation plan.

- Comments organized into 10 themes:
 - Improve transportation system reliability
 - Focus attention on maintaining transportation system
 - Design transportation systems better
 - Encourage shared use of infrastructure
 - Increase capacity by expanding existing facilities and services
 - Create a more user-friendly transportation system
 - Broaden the transportation system to serve more people
 - Provide adequate transportation funding and collect revenue equitably
 - Minimize environmental impact
 - Improve access to our transportation system

Report by the Massachusetts Finance Commission.

Transportation Finance in Massachusetts: An Unsustainable System: Findings of the Massachusetts Transportation Finance Commission (March 28, 2007)

The Massachusetts Finance Commission was established by the Massachusetts Legislature to identify:

- The transportation system's capital and operating needs, for all modes
- Future funds that are likely to be available
- The balance between needs and funds

Report findings:

- Extensive maintenance needs – highway and transit
- An approximate \$15 to \$19 billion funding shortfall for maintenance over the next 20 years
- No funds available for expansion or enhancement programs and projects

Report: The MBTA Review (D'Alessandro Report)

David D'Alessandro was charged with leading an independent review of MBTA finances, operations, and organization.

Report findings:

- Finances are crippled by a structural operating deficit.
- Deficits are growing.
- There are significant maintenance needs for the aging infrastructure.

MassDOT Office of Performance Management and Innovation

- Reports on the progress of transportation reform implementation
- Establishes program goals
- Develops MassDOT strategic plans for program activities and performance goals
- Measures and documents performance against goals

Land Use Initiatives

- Executive Order 418
- Community Preservation Act
- Chapter 40R/Smart Growth Zoning Incentive Program and Chapter 40S/Smart Growth School Cost Reimbursement
- Chapter 443D Priority Development Sites Program
- Commonwealth Capital Policy
- Transit-Oriented Development Bond Program
- Green Communities Act
- Executive Office of Housing and Economic Development Growth Districts Program
- South Coast Rail Corridor Plan

MetroFuture

A long-range plan for Greater Boston's future; it envisions future qualities of the region's communities and reflects the region's consensus about the areas of identified growth and preservation. Its six major goals are:

- Sustainable growth patterns
- Housing choices
- Healthy communities
- Regional prosperity
- Transportation choices
- Healthy environment

To achieve those goals, the MetroFuture plan promotes:

- Growth in identified already developed areas, including metropolitan cores, and in identified regional hubs and suburban centers
- Environmental protection of identified high-priority conservation areas, including open spaces, farms, parks, and greenways, for habitat, ecology, recreation, and scenic beauty
- Multimodal investments in transportation corridors, in the MetroCore (identified in MetroFuture as Boston and portions of some surrounding communities) and other areas of concentrated growth; includes transit and additional infrastructure for biking and walking and facilitates choosing these options over driving

- Housing and job growth near metropolitan, village, and town centers; supports racial, ethnic, age, and income integration and access to education, services, and jobs
- Reductions in congestion and pollution; people will live near their work places and investments in transportation will provide cleaner, healthier options

Public Comment to the MPO

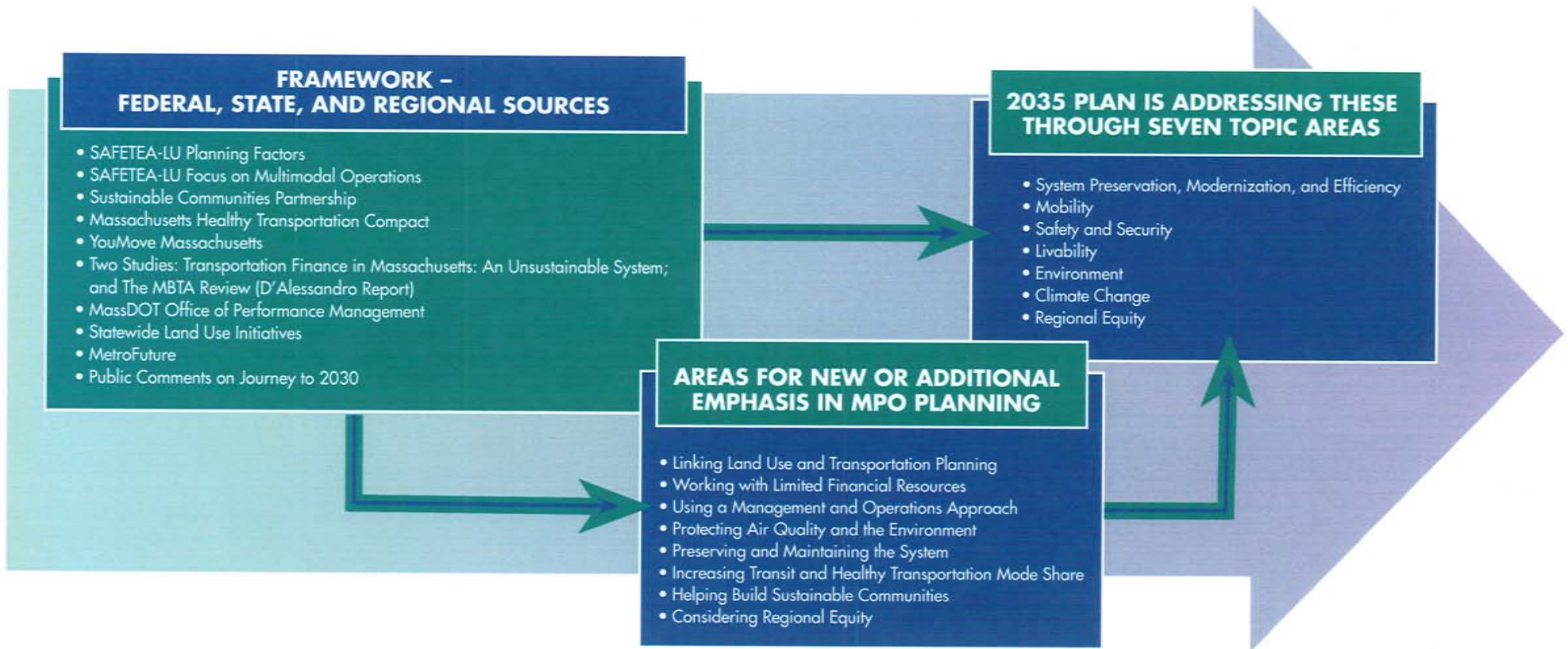
There was a rich store of public comments on JOURNEY TO 2030 and its Amendment, solicited through extensive outreach.

The comments included asking the MPO to take action to:

- Expand access to transit services, regionwide
- Improve existing roadway system; address safety issues; reduce congestion
- Expand bicycle and pedestrian network and address safety issues
- Maintain the existing transit system
- Improve public transit services (all modes)
- Increase roadway capacity
- Increase parking at transit and park-and-ride lots
- Set and evaluate regional goals
- Discuss transportation-related public health issues
- Address freight needs
- Address climate change
- Address accessibility (ADA) needs

PLANNING GUIDANCE AND RESPONSE

Boston Region MPO's Long-Range Transportation Plan



Ideas for Visions and Policies for the 2035 Plan

March 10, 2010

Introduction

To begin the discussion about the visions and policies for the 2035 long-range transportation plan, MPO staff have prepared the following work sheets. Each work sheet names one vision topic and includes either possible ideas for that vision or ideas for its related policies. There are also blank lines on each sheet to provide space for members of the Transportation Planning and Programming Committee and members of the public to use for writing in additional ideas. These vision topics reflect the 2035 Transportation Plan's major topics, which were selected based on current federal, state, and regional requirements, guidelines, and initiatives.

2035 Visions and Policies – Main Topics

- System Preservation, Modernization, and Efficiency
- Mobility
- Safety and Security
- Livability
- Environment
- Climate Change
- Regional Equity

System Preservation, Modernization and Efficiency

Ideas for System Preservation, Modernization and Efficiency Vision:

- The transportation system will be maintained in a state of good repair.
- Improvements will not depend on new expansion projects, but will come from strategies and programs implementing intelligent transportation systems (ITS), system preservation, and maintenance.
- The existing roadway network and the transit system will achieve maximum efficiency through strategic investments.

Additional ideas:

1) _____

2) _____

3) _____

4) _____

5) _____

6) _____

7) _____

Notes:

Ideas for System Preservation, Modernization, and Efficiency Policies:

- Put a priority on programs, services, and projects that maximize efficiency through the use of ITS, new technologies, and transportation systems management and operations
- Bring the transportation network—particularly the transit system—into a state of good repair and maintain it at that level
- Set funding objectives for maintaining the existing system
- Turn to technology before system expansion

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

Mobility

Ideas for Mobility Vision:

- Improved access to jobs; education and training; health services; and social and recreational opportunities
- More transportation options, all modes
- Improved transportation for freight, commercial activity, and passengers
- Inclusion of persons with disabilities, the elderly, youth, minorities, and persons with low incomes or for whom English is a second language in the planning process
- Mobility and access are improved through increased density and strategic transportation/land use investments

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

Ideas for Mobility Policies

To improve mobility for people and freight, the MPO will put a priority on programs, services, and projects that:

- Strengthen connections
- Improve access to transit
- Improve transit frequency, span, and reliability
- Expand transit, bicycle, and pedestrian networks
- Implement transportation system management and operations strategies
- Support incident management program
- Support improvements in all corners of the region, urban and suburban
- Move people and goods more efficiently
- Address the needs of all users within each Transportation Improvement Program annual element
- Link land use and transportation

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

Safety and Security

Ideas for Safety and Security Vision:

- The transportation network will provide safe transportation options for people and goods.
- The number and severity of crashes will be reduced.
- Transit malfunctions will be reduced.
- The viability of transportation infrastructure critical to emergency response and evacuations will be protected.
- The MPO will continue to participate in all-hazards planning and take appropriate actions.
- Transit will have state-of-the-practice ITS measures and surveillance communication systems

Additional ideas:

1) _____

2) _____

3) _____

4) _____

5) _____

6) _____

7) _____

Notes:

Ideas for Safety and Security Policies

To provide for maximum transportation safety and to support security in the region, the MPO will put a priority on programs, services, and projects that:

- Maintain the transportation system in a state of good repair
- Address roadway safety deficiencies
- Address transit safety and security vulnerabilities
- Use state-of-the-practice safety elements
- Support incident management programs
- Protect critical infrastructure
- Implement recommendations of all-hazards planning
- Improve safety for pedestrians and cyclists

Additional ideas:

1) _____

2) _____

3) _____

4) _____

5) _____

6) _____

7) _____

Notes:

Livability

Ideas for the Livability Vision:

- Multimodal transportation serves business, residential, and mixed-use centers
- Transit, bicycle, and pedestrian facilities will be linked in a network
- Inventory of denser residential development; employment and commercial centers; and major destinations increases
- Transportation investments focus on identified activity centers
- Density and mixed-use activity supports more transit
- Community centers thrive – better access through additional modes
- Additional transportation options support healthy lifestyle
- Mobility for persons with disabilities is improved
- Urban design creates more human-scale, aesthetically pleasing environments

Additional ideas:

1) _____

2) _____

3) _____

4) _____

5) _____

6) _____

7) _____

Notes:

Ideas for Livability Policies

To make livability a hallmark for communities and achieve mobility, foster sustainable communities, expand economic opportunities and prosperity, the MPO will put a priority on programs, services, and projects that:

- Are consistent with MetroFuture land use planning (serving already-developed areas; locations with adequate sewer and water; areas identified for economic development by state, regional, and local planning agencies; and density)
- Integrate transit into residential and commercial/industrial developments
- Support health-promoting transportation options
- Expand the network of pedestrian facilities
- Close gaps in the region's bicycle and pedestrian networks
- Promote a complete-streets philosophy
- Enrich urban design, especially as it relates to transportation

Additional ideas:

1) _____

2) _____

3) _____

4) _____

5) _____

6) _____

7) _____

Notes:

Environment

Ideas for Environment Vision:

- Greenfields will be preserved and brownfields restored as a result of transportation investments in areas of existing development.
- Air quality will be improved; vehicle emissions (carbon monoxide, nitrogen oxides, volatile organic compounds, carbon dioxide, and particulates) will be reduced.
- Fleets will be upgraded.
- Transit and nonmotorized transportation modes, such as bicycling and walking, will increase in mode share.
- Project design processes will protect wetlands and minimize soil, water, and other environmental impacts.
- Context-sensitive design principles will be implemented to protect communities' cultural, historic, and scenic resources, community cohesiveness, quality of life, and aesthetically pleasant environments.
- Transportation agencies will work with environmental and cultural resource agencies.

Additional ideas:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____

Notes:

Ideas for Environment Policies

To protect the environment and minimize the impacts of transportation, the MPO will put a priority on programs, services, and projects that:

- Avoid investments that increase pressure on developing greenfields
- Support investments that clean up brownfields
- Promote energy conservation
- Promote fleet management and modernization
- Support high-occupancy-vehicle travel options
- Value community character and cultural resources
- Protect natural resources
- Promote a complete-streets philosophy

Additional ideas:

1) _____

2) _____

3) _____

4) _____

5) _____

6) _____

7) _____

Notes:

Climate Change

Ideas for Climate Change Vision:

- Greenhouse gas (GHG) emissions will be reduced to Global Warming Solutions Act levels.
- The MPO will be engaged as a regional participant in climate change related actions
- The MPO will adopt GHG reduction goals and will act to meet them.
- Transit, bicycling, and walking mode shares will increase.
- Fleets will be modernized.
- Land use planning practice will actively promote density in currently developed areas or in those regionally identified for growth.
- Transportation planning will support improvements in identified growth areas.
- Transportation infrastructure will be protected.

Additional ideas:

1) _____

2) _____

3) _____

4) _____

5) _____

6) _____

7) _____

Notes:

Ideas for Climate Change Policies

To meet the region's targets for reducing GHG emissions, the MPO will put a priority on programs, services, and projects that:

- Define targets for reducing vehicle-miles traveled (VMT) and act to meet them
- Pursue stronger land use and smart growth strategies
- Tie transportation funding to VMT reduction and smart growth goals
- Increase transit, bicycle, and pedestrian options
- Encourage fleet management and modernization
- Invest in adaptations that protect critical infrastructure
- Encourage transportation demand management (TDM) commuter strategies

Additional ideas:

1) _____

2) _____

3) _____

4) _____

5) _____

6) _____

7) _____

Notes:

Regional Equity

Ideas for Regional Equity Vision:

- There will be equitable mobility and access to jobs, education, and services for low-income and minority residents, the elderly, youth, and persons for whom English is a second language.
- Environmental burdens from transportation will be minimized.

Additional ideas:

1) _____

2) _____

3) _____

4) _____

5) _____

6) _____

7) _____

Notes:

Ideas for Regional Equity Policies

To provide for the equitable sharing of benefits and burdens of transportation investments among all residents in the region, the MPO will put a priority on programs, services, and projects that:

- Continue MPO outreach and analysis to identify equity needs
- Address identified equity needs
- Follow environmental justice principles
- Increase travel speed and capacity for transit services in low-income and minority neighborhoods
- Reduce the negative impacts of the highway system on low-income and minority neighborhoods

Additional ideas:

1) _____

2) _____

3) _____

4) _____

5) _____

6) _____

7) _____

Notes:

[KW1] It's unclear what you mean by "regionally identified" – unless you mean identified by the MPO as *having* regionally significant growth? Or identified by a regional agency?