

APPENDIX I

Title VI Discrimination Complaint Procedure and Forms

BOSTON REGION METROPOLITAN PLANNING ORGANIZATION TITLE VI DISCRIMINATION COMPLAINT PROCEDURE

Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. Two Executive Orders and related statutes further define populations that are protected under the umbrella of Title VI. Executive Order 12898 is concerned with environmental justice for minority and low-income populations. Executive Order 13166 is concerned with providing equal access to services and benefits for those individuals with limited English proficiency (LEP). The rights of women, the elderly, and people with disabilities are protected under related statutes. Title VI requires that recipients of federal assistance not discriminate against the protected populations whether the aid is received directly or through contractual means. Massachusetts General Law extends these protections to prevent discrimination on the basis of religion, military service, ancestry, sexual orientation or gender identity or expression.

In order to comply with 49 CFR Section 21.9(b), the Boston Region Metropolitan Planning Organization (MPO) maintains the following procedure for receiving, investigating, addressing, and tracking Title VI complaints.

1. Submittal of Complaints

Any individual who believes that he or she, or any specific class of persons, has been subjected to discrimination or retaliation, as prohibited by Title VI of the Civil Rights Act of 1964, as amended, and related statutes, by the Boston Region MPO in its role of planning and programming federal funds may file a written complaint. Complaints may be filed for discrimination on the basis of race, color, national origin, language, gender, age, disability, income, religion, military service, ancestry, sexual orientation, or gender identity or expression. Such complaint must be filed no later than 180 calendar days after the date the person believes the discrimination occurred.

Written complaints shall be submitted to:

Mr. Jeffrey B. Mullan, Chair
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Complaints shall be in writing and shall be signed by the complainant and/or the complainant's representative. Complaints shall set forth as completely as possible the facts of and circumstances surrounding the alleged discrimination and shall include the following information:

- Name, address, and phone number of the complainant.

- A written statement of the complaint, including the following details:
 - o Basis of alleged discrimination (for example, race, color, national origin, or language).
 - o A detailed description of the alleged discriminatory act(s).
 - o What in the nature of the incident(s) led the complainant to feel discrimination was a factor.
 - o The date or dates on which the alleged discriminatory event or events occurred.
 - o Name(s) of alleged discriminating individual(s), if applicable.
- Other agencies (state, local, or federal) where the complaint is also being filed.
- Complainant's signature and date.

2. *Review of Complaint*

Upon receipt of the complaint, the MPO chair shall appoint the Boston Region MPO staff director and other MPO staff to review it. This review may include the collection of additional information from the complainant and/or the alleged discriminating party(ies). Upon completion of the review, the Boston Region MPO staff director shall report to the chair of the MPO's Transportation Planning and Programming Committee. This report may include recommendations for possible action to address the complaint. Recommendations may include:

- Forwarding the complaint to a responsible implementing agency.
- Identifying remedial actions available to provide redress.
- Identifying improvements to the MPO's processes relative to Title VI and environmental justice.

The chair of the Transportation Planning and Programming Committee shall refer the matter to the Transportation Planning and Programming Committee's Administration and Finance Subcommittee, which shall meet to discuss the complaint and the staff report.

3. *Responding to Complaints*

The Administration and Finance Subcommittee shall develop a proposed response to the complaint, recommending a course of action, and submit it to the Transportation Planning and Programming Committee for discussion and approval. The committee shall forward the approved response to the MPO chair for consideration and potential implementation. The chair shall decide on a response to the complaint and inform the committee of what that response will be.

The MPO chair shall issue a written response to the complainant. This response shall be issued no later than 60 days after the date on which the chair received the complaint. If more time is required, the chair shall notify the complainant of the estimated time frame for completing the review and response.

4. Appeals

The complainant may appeal the chair's response to the complaint. Appeals must be in writing and be submitted to the chair no later than 30 days after the date of the written response. The chair shall issue a response to any written appeals within 30 days of receipt.

These procedures do not deny the right of the complainant to file formal complaints with other state or federal agencies or to seek private counsel. These procedures are part of an administrative process that does not include punitive damages or compensatory remuneration for the complainant.

The MPO shall maintain a list of complaints, lawsuits, and investigations alleging discrimination on the basis of race, color, or national origin. The list shall include filing date(s), allegation summaries, the status of the investigation, lawsuit or complaint, and actions taken by the MPO. A summary of all civil rights compliance review activities conducted over the latest three-year period shall be maintained.

**DISCRIMINATION COMPLAINT AGAINST THE BOSTON REGION
METROPOLITAN PLANNING ORGANIZATION**

Complainant Contact Information

Name: _____
Address: _____
City/Town: _____ State: _____ Zip: _____
Home phone: _____ Work phone: _____
E-mail: _____

Complaint

Date of alleged incident: _____

Decision, document, statement, or other act
that you believe was discriminatory: _____

If you believe that one or more MPO employees discriminated
against you, name of employee(s), if known: _____

Basis of alleged discrimination:

- | | | |
|--|---|--|
| ☐ Race | ☐ Age | ☐ Ancestry |
| ☐ Color | ☐ Disability | ☐ Sexual orientation |
| ☐ National origin | ☐ Income | ☐ Gender identity or expression |
| ☐ Language | ☐ Religion | ☐ Other: _____ |
| ☐ Gender | ☐ Military service | |

Describe the nature of the incident. Explain what happened and the allegedly discriminatory action(s). Indicate who was involved. Include how other people were treated differently, if present, or how you believe others would have been treated differently if they had been present. Attach any written or graphic material or other information pertaining to the complaint.

List names and contact information of anyone who may have knowledge of the alleged discrimination.

Name	Address	Telephone
_____	_____	_____
_____	_____	_____
_____	_____	_____

How do you think this issue can be resolved?

In the course of conducting a thorough complaint review process, it may become necessary to disclose your name to persons other than those conducting the review. To allow this, sign, date, and submit the consent/release form, enclosed for your convenience.

This discrimination complaint form must also be signed and dated below.

I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances occurred as I have described them.

Signature: _____ Date: _____

Attachments: ☐ Yes ☐ No

Please submit complaint form, consent/release form, and any additional information to:

Mr. Jeffrey B. Mullan, Chair
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

BOSTON REGION METROPOLITAN PLANNING ORGANIZATION
Consent/Release Form for Discrimination Complaints

Name: _____

Address: _____

City/Town: _____ State: _____ Zip: _____

As a complainant, I understand that the MPO may need to disclose my name during the course of the complaint review process to persons other than those conducting the review, in order for the review to be thorough. I am also aware of the obligation of the MPO to honor requests under the Freedom of Information Act: I understand that it may be necessary for the MPO to disclose information, including personally identifying details, which it has gathered as part of the investigation of my complaint. In addition, I understand that as a complainant I am protected by MPO policies and practices from intimidation or retaliation in response to my having taken action or participated in action to secure rights protected by nondiscrimination statutes and regulations that are enforced by the MPO.

Please check one:

☐ **I GIVE CONSENT** and authorization to the MPO to reveal, insofar as required for an effective investigation, my identity to persons at the organization identified by me in my formal complaint. I also authorize the MPO to discuss, receive, and review materials and information about me with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to sign this release, and do so voluntarily.

☐ **I DENY CONSENT** and authorization to the MPO to reveal, in the course of its investigation of my discrimination complaint, my identity to persons at the organization identified by me in my formal complaint, other than those who will be conducting the investigation. I also deny consent to the MPO to disclose any information contained in this complaint to any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing the MPO to discuss, receive, and review materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I also understand that my decision to deny consent may impede the investigation of my complaint and may result in an unsuccessful resolution of my case.

Signature: _____ Date: _____

Please **sign and submit** complaint form, consent form, and any additional information to:

Mr. Jeffrey B. Mullan, Chair
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

APPENDIX II

Limited English Proficiency Plan

Boston Region Metropolitan Planning Organization Limited English Proficiency Plan

Introduction

Background

On August 11, 2000, the president signed Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency,” which requires federal agencies to examine the services they provide, identify those whose potential users could include persons with limited English proficiency (LEP), and develop and implement a system to provide those services in such a way that LEP persons have meaningful access to them. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of national origin and, in consideration of Executive Order 13166, requires that recipients of federal funds *assess* and *address* the needs of LEP individuals seeking assistance. The U.S. Department of Transportation (DOT) developed guidance titled *Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient Persons* to ensure that people in the United States are not excluded from participation in DOT-assisted programs and activities because they face challenges communicating in English. This guidance clarifies funding recipients’ responsibilities for providing meaningful access for LEP people under existing law by describing the factors recipients should consider in fulfilling their responsibilities to LEP persons.

This plan has been developed based on the DOT guidance, which identifies the following four factors to consider when determining reasonable steps for ensuring that LEP people have meaningful access:¹

1. The number and proportion of LEP persons eligible to be served by or likely to encounter a program, activity, or service of the recipient or grantee.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity, or service provided by the recipient to people’s lives.
4. The resources available to the recipient and costs.

Policy

It is the policy of the Boston Region MPO that people with limited English proficiency (LEP) be neither discriminated against nor denied meaningful access to and participation in the programs and services provided by the MPO. The MPO has developed this plan to be sure that it employs appropriate strategies in assessing needs for language services and in implementing language services that provide meaningful access to the planning process and to published information without placing undue burdens on the MPO’s resources.

¹ *Federal Register*, Volume 70, Number 239, Wednesday, December 14, 2005, “Notices.”

Determination of Need

The MPO used the four factors identified by DOT in determining reasonable steps for providing meaningful access to the MPO's activities for people with limited English proficiency.

1. Number and proportion of LEP people in the Boston Region MPO area

Individuals who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English can be entitled to language assistance under Title VI of the Civil Rights Act of 1964. The U.S. Census data can be used to estimate the size of the LEP population in the MPO area.

According to the Census data, 4.54% of the population 18 years old or older in the MPO region speaks English "not well" or "not at all" (108,583 of the MPO area population of 2,390,782). These persons can be considered to be limited in their English proficiency. Of the total population 18 years old or older in the MPO region, 1.53% (36,566 people) are LEP (by the above definition) and speak Spanish at home, 1.79% (42,895) are LEP and speak other Indo-European languages at home, 1.14% (27,271) are LEP and speak Asian or Pacific Island languages at home, and 0.08% (1,851) are LEP and speak other languages at home.

Spanish is the predominant non-English language spoken at home in the region; when non-LEP as well as LEP persons are considered, 5.58% of the population 18 years old or older in the MPO region speaks Spanish at home. Table 1 shows the percentages of the MPO region population 18 years old or older (including both LEP and non-LEP) that speak the top five non-English languages at home. Figure 1 is a map of the population distribution by first language spoken at home.

Table 1 Non-English Languages Spoken at Home in the MPO Region

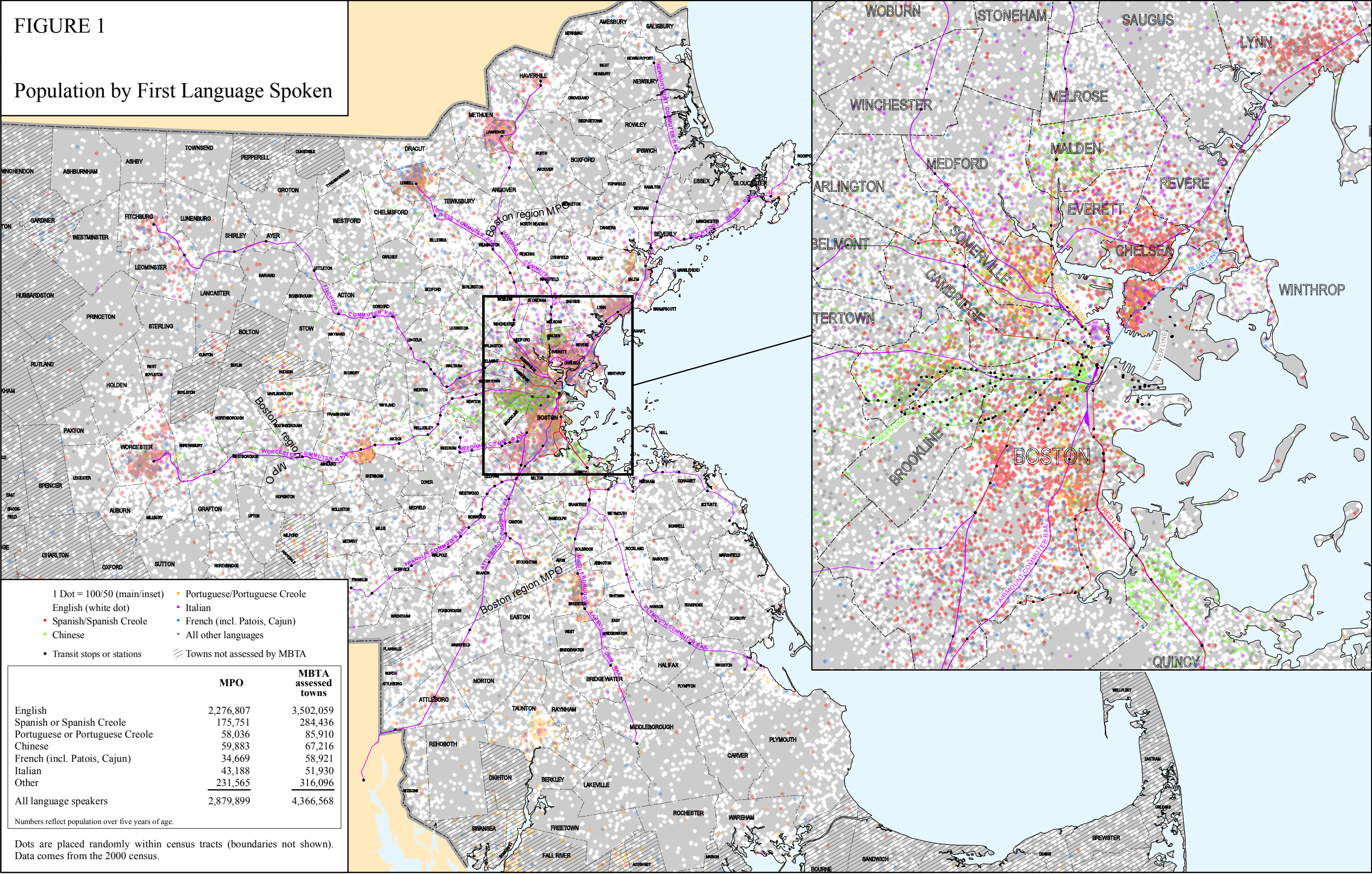
Language	Number of People	Percent of MPO Population
Spanish or Spanish Creole	133,461	5.58%
Chinese	50,849	2.11%
Portuguese or Portuguese Creole	48,078	2.01%
Italian	40,686	1.70%
French (including Patois, Cajun)	30,790	1.29%

2. The frequency with which LEP persons come in contact with the program

The MPO has infrequent and unpredictable contact with LEP individuals, due in part to the nature of MPO programs and activities. The most likely occasions for contact with non-English-speaking people are events like the MPO's public workshops, open

FIGURE 1

Population by First Language Spoken



houses, TIP and UPWP how-to workshops, transportation equity forums and MPO meetings. The MPO posts its meetings and other public outreach meetings on its website (www.bostonmpo.org), announces its workshops on the LRTP, TIP and UPWP in the region's Spanish-language newspapers, and offers to provide Spanish-language interpreters at such meetings. To date, interpreters have not been requested or required.

3. The importance of the service provided by the program

The MPO plans, and programs capital transportation funds for future transportation projects for the region. While the MPO is not a direct transportation-service provider, and denial or delay of access to the MPO's programs and activities would not have immediate or life-threatening implications for a person with limited English proficiency, transportation improvements resulting from the MPO's activities have an impact on all residents.

The MPO values input from all stakeholders, and a considerable effort is made to make the planning process inclusive. The MPO encourages and helps the public to understand the transportation planning process and provides many opportunities for the public to participate and comment. The MPO developed the booklet "Be Informed, Be Involved" as a resource to provide information about the MPO's planning process; this booklet is available in English and Spanish, and it is posted in both languages on the MPO's website.

The MPO provides opportunities for the public to comment on the use of federal funds that are programmed in three major documents and their related planning initiatives: an annual Unified Planning Work Program, a four-year Transportation Improvement Program, and a 20-plus-year Long-Range Transportation Plan.

As a result of the regional transportation planning process, selected projects receive approval for federal funding and progress through project planning, design, and construction under the responsibility of local jurisdictions or state transportation agencies. These state and local organizations have their own policies in place to ensure opportunities for people with limited English proficiency to participate in the process that shapes where, how and when a specific project is implemented.

4. The resources available to the recipient

Because the cost of providing interpreters at meetings and translating documents is high and the number of people with limited English proficiency who have expressed interest in these services is low, the MPO's fundamental policy is to provide these services when requested. To date, although the MPO has advertised the availability of interpreters and translations, none of the former and only a few of the latter have been requested. The MPO has been able to provide services with existing resources. However, the region is dynamic and continues to attract diverse ethnic and cultural populations. Therefore, the MPO will continue to monitor the need for the production

of multilingual publications and documents and for interpretation at meetings and events and will provide them upon request. It will also take on some new initiatives, as described in the following section.

Plan for Provision of Language Services

The current levels of residents with limited English proficiency in the Boston region and their limited interaction with the MPO have resulted in the MPO's rarely needing to provide language services. However, engaging the diverse population within the region is important, and the MPO takes the following measures to ensure meaningful access for the LEP population in the Boston region.

Identification of Need for Language Assistance at MPO Office

Key staff at the MPO office will utilize language identification cards, developed by the U.S. Census Bureau, when first encountering an LEP individual. On these cards appears the phrase "Mark this box if you read or speak [name of language]" in 38 different languages. Government and non-government agencies use these cards to identify the primary language of LEP individuals during face-to-face contacts. The language identification cards will be made available at the front desk of the MPO office, along with an inventory of staff members who are able and willing to serve as translators.

Language Assistance Measures in MPO Activities

Language assistance will be provided for LEP individuals through the translation of some key materials, as well as through oral language interpretation when necessary and possible. Since the largest segment of the LEP population in the region is Spanish-speaking, the MPO's initial language assistance initiatives have been limited to Spanish.

Public Participation Program

The MPO's public involvement activities seek to promote respect, provide opportunities for meaningful involvement, be responsive to participants, provide a predictable process, open new avenues of communication, and attract new constituencies. The MPO provides press releases for its workshops on the LRTP, TIP, and UPWP and legal notices in Spanish, and Spanish-language interpreters will be provided upon request at public meetings. Legal notices announcing public review of the certification documents or their amendments are placed in the *Bay State Banner* (the region's major minority news publication) and in *El Mundo* and *La Semana* (the region's two major Spanish-language newspapers).

Informational material in Spanish is available upon request. As noted earlier, the MPO has published a Spanish-text booklet on how to be involved in the transportation planning process. Outreach to speakers of other languages will be undertaken in the future.

Transportation Equity Program

The MPO's Transportation Equity Program includes outreach to areas with relatively high concentrations of people who may be limited in their ability to speak or understand English. The MPO regularly contacts representatives of community ethnic and cultural organizations as part of the transportation equity outreach process. These individuals have been resources for identifying the needs of LEP populations and informing their communities about MPO programs and activities. The MPO plans to have an appropriate language interpreter available when conducting transportation equity forums in neighborhoods where English skills are limited.

MPO Website

The free online translation service, *Babel Fish*, is available on the MPO website. The website contains considerable information on the regional transportation-planning process and the MPO's programs and activities. The *Babel Fish* program allows visitors to translate any page of text into 12 additional languages: two dialects of Chinese, Dutch, French, German, Greek, Italian, Korean, Japanese, Portuguese, Russian and Spanish; these include the five languages other than English most frequently spoken in the MPO region.

Documents

The MPO booklet "Infórmese, Involúcrese" ("Be Informed, Be Involved") was developed to provide information to Spanish-speaking LEP people about the MPO's planning process and to encourage their participation. Other public-outreach materials will be translated upon request. The MPO will translate the executive summaries or other sections of its certification documents upon request. Also, when available, the MPO will utilize other-language outreach materials from organizations such as federal, state, and local transportation agencies.

Complaint Procedures

The MPO will provide both English and Spanish versions of its forms and instructions for making complaints. Upon request, the MPO will translate these documents into any language.

Monitoring and Updating the Plan

The MPO will monitor the changing language needs in the region and update language assistance services when appropriate. The MPO will track the number of requests (by language) for language assistance in its programs and activities and will look for ways to expand the participation of LEP people. If the need for language assistance services warrants, the MPO will revise the LEP plan.

APPENDIX III

Public Participation Program

**The Boston Region Metropolitan Planning Organization
Public Participation Program**

Adopted by the
Boston Region Metropolitan Planning Organization on

June 28, 2007,

Revised on April 1, 2010

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THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION PUBLIC PARTICIPATION PROGRAM

This document describes the MPO's public participation program and the policies and principles that guide its communications and consultations with interested parties and other members of the public.

THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

The Boston Region Metropolitan Planning Organization (MPO) is a cooperative board composed of 14 state, regional, and local entities: the Massachusetts Department of Transportation, the Massachusetts Bay Transportation Authority (MBTA), the MBTA Advisory Board, the Massachusetts Department of Transportation Highway Division (two members), the Massachusetts Port Authority, the Metropolitan Area Planning Council (MAPC), the City of Boston, three elected cities, and three elected towns. Three other members participate in a nonvoting capacity: the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Regional Transportation Advisory Council.

The elected members serve for three-year terms, which are staggered so that each year, one city and one town seat are up for election. MAPC and the MBTA Advisory Board conduct the elections for the MPO and are responsible for distributing information and soliciting participation. All election information is posted on both the MPO and the MAPC websites.

The MPO must maintain a continuing, cooperative, and comprehensive transportation planning process (3C process) that is consistent with the planning, land use and economic development, and social and environmental goals of the region. The Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU), of 2005, and Federal Highway Administration/Federal Transit Administration joint planning regulations (23 CFR Part 450 and 49 CFR Part 613) establish these planning requirements.

The MPO is responsible for carrying out the 3C process in the region and completing all transportation plans, programs, and conformity determinations required by federal and state laws and regulations. This includes preparation of the major certification documents: the Long-Range Transportation Plan, the Unified Planning Work Program, the Transportation Improvement Program, and all required air quality analyses. (Specific public participation activities conducted for these documents are discussed later in this document.) The MPO initiates studies to identify transportation needs and solutions, and programs financial resources for the region's multimodal transportation system.

Public participation is an integral and valuable part of the MPO's planning processes. The information and views gathered through the MPO's many public participation activities provide needed input data for evaluations and guidance for decision making. All MPO planning work is improved by these activities.

Much of the work of public involvement and consultations is done through standing committees formed by the MPO. Members of the public are welcome to attend these meetings and provide input. A description of each of the key transportation committees in the region follows. In addition to the committees, the MPO has a Regional Equity Program, which is an ongoing initiative to reach out to low-income and minority populations.

TRANSPORTATION PLANNING AND PROGRAMMING COMMITTEE

The Transportation Planning and Programming Committee is a standing committee of the MPO. It is composed of all Boston Region MPO voting members or their designees, and the Regional Transportation Advisory Council. The Secretary of the Massachusetts Department of Transportation appoints the chair. The full Committee elects the Vice Chair, who must be a municipal or regional agency member.

The Committee acts on behalf of the MPO and meets regularly to provide ongoing coordination of planning work in the region. Committee meetings are open to the public and members of the public are invited to participate, particularly during the development of the certification documents; the meeting schedules are posted on the MPO's website, published in the MPO's newsletter, *TRANSREPORT*, and posted at the Office of the Secretary of State of the Commonwealth and at the Office of Administration and Finance.

REGIONAL TRANSPORTATION ADVISORY COUNCIL

The Advisory Council was created and is supported by the MPO to be a conduit for public input responsible for generating broad and timely participation by bringing together representatives of advocacy groups (including freight, accessibility, bicycle, and pedestrian groups), business leaders, and municipal and regional representatives concerned with land use and development, the environment, the elderly, and persons with disabilities. The Advisory Council holds monthly public meetings traditionally scheduled on the second Wednesday of the month in the State Transportation Building. Special forums, field trips, and focus group sessions may be scheduled at other times and locations. The Advisory Council Chair appoints committees to participate in the development of the MPO's certification documents (the Long-Range Transportation Plan, Unified Planning Work Program, and Transportation Improvement Program), forms other committees as needed, votes on the Transportation Planning and Programming Committee, and is a nonvoting member of the MPO.

OBJECTIVES FOR PUBLIC PARTICIPATION

The following principles, developed in conjunction with current best-practice standards for public participation, guide the program. These, and appropriate measures, will be considered in the MPO's reviews of the effectiveness of this Public Participation Program:

- *Promote Respect:* All transportation constituents and the views they promote are respected.
- *Provide Opportunities for Involvement:* Avenues for involvement should be open, meaningful, and organized to let people participate comfortably, taking into consideration accessibility, scheduling, location, formats of informational materials, and language; structured to allow informed, constructive exchanges; promoted in a way that reaches out energetically; and clearly defined in the early stages of document or study development.
- *Be Responsive to Participants:* MPO forums should facilitate discussion that corresponds to participants' levels of interest and available time. Informational materials should be clear and concise and address participants' questions. Information should be available in sufficient detail to allow citizens to form independent views. The results of all public involvement activities will be given full consideration in all MPO decision making. They will be reported in all relevant documents. The MPO will also discuss its reasoning in arriving at final decisions in its responses to public comments.
- *Offer Substantive Work:* Public processes should provide participants purposeful involvement, allowing useful feedback and guidance. Participants should be encouraged to grapple with the many competing transportation interests, issues, and needs in the MPO region.
- *Provide a Predictable Process:* The planning process shall be understandable and known well in advance. This will make the process more coherent and comprehensive, allowing members of the public and officials to plan their time and apply their resources effectively.
- *Adopt New Avenues of Communication:* The program should be mindful of the revolution in communications and continue to evaluate new tools to expand the MPO's existing methods. To strengthen public participation in the planning process, visualization materials are used to communicate detailed information clearly.
- *Include New and Natural Constituencies:* Efforts to reach new and natural constituencies include continuing outreach to minority, low-income, elderly, youth communities, and persons with disabilities. There are also organizations and individuals who have a natural interest in transportation and who can provide important information and guidance.
- *Provide for Flexibility:* The direction and effectiveness of this program should be periodically reviewed to ensure that it meets the needs of the public and the MPO.

APPROACH TO PROVIDING FOR PUBLIC PARTICIPATION

Interested Parties and Members of the Public

The MPO reaches out to members of the public and interested parties and invites them to consult and share their views with the MPO prior to decision making. They include:

- Members of the general public
- Regional Transportation Advisory Council members
- Low-income and minority residents and organizations, and Regional Equity contacts
- The Access Advisory Committee to the MBTA
- Local officials (elected boards, town administrators, planning directors, and directors of departments of public works, and conservation commission agents), and state legislators, and public libraries
- Affected public agencies
- Groups representing bicyclists, pedestrians, persons with disabilities, users of public transportation, environmental resources, business interests, and transportation advocacy interests
- Representatives of public transportation employees and private transportation providers, and providers of freight transportation services
- Agencies and officials responsible for other planning activities (state and local planned growth, economic development, environmental protection, airport operations, and freight movements) and federal land management agencies

The MPO coordinates transportation planning with the four other MPOs in the Boston Urbanized Area: Merrimack Valley, Northern Middlesex, Old Colony, and Southeastern Massachusetts Metropolitan Planning Organizations.

The MPO has an active role with two important advocacy groups in the region by providing staff support to the Access Advisory Board to the MBTA (see page 12 for a description of this committee) and to the MBTA Rider Oversight Committee (an organization that was set up to provide an avenue for input to the MBTA for transit system users). These links provide opportunities to share information and are an additional mechanism for identifying and keeping in touch with participants in the MPO's Regional Equity Program.

Considering the Needs of Low-Income and Minority Residents

The MPO conducts an ongoing program of consultation with low-income and minority residents and with groups representing their interests and those of potentially under-served populations, such as the elderly, youth, and non-native-English speakers.

The MPO takes a proactive, grassroots approach to identifying and articulating environmental justice issues in the region. Methods include gathering information on the transportation needs of minority and low-income populations for consideration in the development of studies and certification documents; identifying, sharing, and connecting new contacts and sources of information for the planning process; meeting new people interested in participating in the planning process; asking how MPO members can better represent minority and low-income

communities; and serving as a conduit for ideas on improving transportation that can be relayed to other agencies.

The MPO's Regional Equity Program identifies the transportation needs of minority and low-income populations and provides awareness of opportunities for involvement in the planning process. The program focuses on direct outreach to social service organizations serving environmental justice areas in the region, including conducting and participating in organized forums.

In carrying out these methods, the MPO identifies social service and community contacts in the environmental justice areas involved in, and knowledgeable about, the transportation issues and needs of their areas. These contacts include social service organizations; community development corporations; regional employment boards; civic groups; business and labor organizations; transportation advocates; environmental groups; and environmental justice and civil rights groups. The MPO's process for working with these community organizations consists of meeting with representatives and officials in their communities, gathering information, summarizing needs, sharing information and input with the MPO, and providing feedback once communication has begun.

The MPO also conducts analysis focusing on mobility, accessibility, and emissions for environmental justice neighborhoods. Results of these analyses are taken into consideration by the MPO, as is other information gathered through outreach in the Regional Equity Program and the participation of low-income and minority community members or their representatives. Transportation Improvement Program criteria and project evaluations used by the MPO in the selection of projects for the Transportation Improvement Program and the Long-Range Transportation Plan include the consideration of possible effects of a project on an environmental justice area.

The MPO deliberated the possibility of continuing its Environmental Justice Committee and decided instead to undertake more grassroots-level consultations with representatives of low-income and minority communities and going directly into the communities to gather input and solicit participation. The MPO Regional Equity Program was instituted to provide inclusive outreach and ongoing consultations with representatives of low-income and minority communities.

More detailed information on the Regional Equity Program is included in Appendix A. Information on minority representation in the MPO and other regional committees and groups is provided in Appendix B and in the MPO's Title VI Report, which is posted on the MPO's website. Appendix C is a list of Regional Equity contacts.

Types of Activities

The MPO has a variety of approaches to providing for communication and consultation with interested parties and members of the public and is continually working to improve its outreach. Interactive workshops, open houses, and small group discussions are key avenues for public input into the development of the MPO's certification documents; other planning deliberations,

such as its reviews as part of the State Implementation Plan revision process; and other planning products. These formats promote a consultative environment and an exchange of information and ideas. These activities are sometimes conducted in cooperation with sponsoring entities, such as municipalities, MAPC subregions, and community groups.

In addition, the MPO consults with officials and agencies with activities and interests that overlap, or that are affected by, transportation, in order to provide for coordination between MPO planning and that underway by others. Methods for these consultations include notification of the development of certification documents, requests for reviews and comparisons of information (particularly for environmental and historic resources discussed in the Plan), and invitations to participate in either interagency consultations or other MPO activities discussed above. For example, the agencies and officials responsible for other planning activities, such as state and local planned growth, economic development, environmental protection, airport operations, and freight movements, and federal land management agencies are invited to consult (as described in the previous sentence) during the development of the Long-Range Transportation Plan and the Transportation Improvement Program. These contacts include officials involved in planned growth (state and local), economic development, environmental protection, airport operations, and freight movements.

Some public involvement activities are conducted throughout the year as part of the MPO's ongoing exchange of information about transportation planning in the region. These include the monthly publication of *TRANSREPORT*, the MPO's website, MPO open houses, and the monthly Regional Transportation Advisory Council meetings. *TRANSREPORT* is well known as the central news clearinghouse for the region's transportation issues and has a circulation of over 2,500. It is available in several formats: print copies, accessible formats, online at the MPO's website, and by e-mail. From time to time, it includes special inserts focusing on a timely planning initiative, often with a special tear-off postcard for submitting comments. *TRANSREPORT* also notes informational materials available on the MPO's website so that individuals without Web access may request print copies.

The MPO's website, www.bostonmpo.org, is the primary location for current information about the MPO and all MPO activities, and for posting certification documents and other reports and studies. Its function is to make information available quickly and conveniently. It houses pages and links to reports and studies conducted by the MBTA and other agencies, and hosts the Advisory Council homepage. Information on the MPO's election process is housed on its own page. It also serves as an avenue for input with buttons for submitting comments and views, particularly on draft documents and studies. The MPO's website is becoming an important means for providing information to the public and for gathering input..

The Advisory Council and the MAPC subregions (with members usually representing planning departments, town administrators, or chief elected officials in each municipality in the subregion) provide ongoing venues for consultations with interested parties and members of the public.

The Regional Equity consultations and forums facilitate the participation of minority and low-income constituents.

The MPO developed the booklet “Be Informed, Be Involved” as a resource to provide information to people unfamiliar with the MPO’s planning process. This booklet contains information on the Boston metropolitan area, what the Boston Region MPO is, what the MPO does, how people can become informed and involved in the MPO’s planning process, frequently asked questions, and a glossary of transportation terms. The booklet has been translated into Spanish and is available on the MPO’s website. MPO staff placed copies of the booklet in all public libraries and main municipal office buildings in its area, and the MPO distributes these booklets or other summaries describing the MPO and the 3C process at all outreach events, including regional equity events. It will be updated regularly in order to ensure that information is clear and concise, provides useful information on the MPO and its processes, and graphics that facilitate comprehension of complex processes and relationships.

Other MPO activities are geared to the development of documents and studies, and are conducted to generate timely input from local officials, interested parties, and other members of the public. MPO “How-to” Seminars, TIP (Transportation Improvement Program) Municipal Input Day, MPO-sponsored workshops and open houses, and discussions with MAPC subregion representatives are examples of activities conducted at important milestones in the development of the certification documents.

To be in touch with organizations not traditionally involved, the MPO has an “Invite-Us-Over” program, which makes MPO representatives available to meet with groups and institutions interested in hearing about the metropolitan planning process and MPO work underway. The MPO’s Congestion Management Process often requires communication with local officials. MPO studies usually call for consultations with local officials and other members of the public.

MPO currently targets interest groups, municipalities, and advocacy groups. The MPO keeps its website current to provide timely information and to be more interactive. The MPO also updates its outreach literature to summarize the planning and programming process, the certification documents, and the roles of agencies involved in transportation planning in the region.

Logistics, Notifications, and Materials

All MPO-sponsored activities are conducted in locations that are accessible to people with disabilities and by public transportation. For workshops and open houses, the MPO strives to meet the needs of people requiring special services, such as translation for non-English speakers; these include signing, large-format printed materials, audiotapes, Braille materials, and escorts. Ten days’ advance request is recommended. Activities are also scheduled on varying dates, times, and locations throughout the region with the intention of providing convenient opportunities for participation.

The MPO provides public notification in a variety of ways, such as legal notices, press releases in all regional and local newspapers, flyers, posters, correspondence, and e-mail messages. These are available in accessible formats, such as Braille, large print, and audiotape. Organizations providing support for persons with disabilities also forward MPO notices to their constituents in accessible formats.

In general, all meetings and special events are posted on the MPO's website, linked to the Advisory Council homepage, published in *TRANSREPORT* and in MAPC's newsletter, and, if possible, other regional organizations' newsletters, and are also distributed through the MPO's one-way listserve, MPOinfo. In some instances, press releases and notices are sent to all regional and local news media, including disability-oriented media outlets. Notices are also distributed by MAPC to subregion contacts.

Certification documents and other reports and informational materials are available in varied formats, and all documents are posted on the MPO's website. Consideration is given to the use of formats other than PDF, if those formats improve accessibility for people with disabilities. Certification documents and reports are also available on compact disc and are printed for circulation through the United States Postal Service mail. The MPO makes documents available in the accessible formats noted above and stays informed of current best practices in this area. The MPO strives to write materials that are clear, concise, and jargon-free, and in which graphics and other techniques are used for succinct communication. Whenever possible, executive summaries of documents are prepared and documents include a key explaining how to navigate and find information in them.

Meeting materials are distributed by posting on the MPO's website and by e-mail, and, in some situation, by U.S. mail. Print or e-mail notices of regular Advisory Council meetings are sent to members and interested parties on the mailing list seven days in advance.

A general schedule is established at the outset of the federal fiscal year to coincide with important milestones in the development of the certification documents. This gives members of the public a long-range view of opportunities for participation, particularly in document development, throughout the year. This schedule is posted on the MPO's website.

CERTIFICATION DOCUMENTS

The MPO's most important responsibility is carrying out the 3C transportation planning process for the Boston region. This process and the MPO's programming decisions are documented in the three certification documents: the Long-Range Transportation Plan (LRTP), the Unified Planning Work Program (UPWP), and the Transportation Improvement Program (TIP).

The LRTP is developed every four years, and the UPWP and the TIP are developed annually. A special participation program is set up for the development of the LRTP. The program for the Plan includes outreach to, and consideration of the views of, members of the public, and consultations with interested parties, as noted above.

Typically, outreach for the TIP starts in December each year, when the MPO asks all municipalities to identify their TIP contact and the projects about which they want to provide updated information. This begins the annual exchange of technical information between the MPO and the project proponents in preparation for project evaluations and development of the upcoming TIP. In midwinter, the MPO sponsors "How-To" Seminars, targeted to local officials to provide explanations of the MPO process for TIP development and instructions on how to

provide updated information to the MPO staff. The MPO staff works closely with local officials throughout the TIP development process. In the spring, the MPO holds a Municipal TIP Input Day and an Agency TIP Input Day, days set aside by Transportation Planning and Programming Committee members for listening to proponents discuss their priority projects.

UPWP development also begins in midwinter with the “How-To” Seminars. Outreach continues with consultations with each of the MAPC subregions to identify their needs. The staff continues to communicate with the MAPC subregions on the UPWP and the TIP to learn about their project priorities.

The MPO typically seeks to streamline the participation process for the public by jointly circulating the draft TIP and draft UPWP for the documents’ 30-day public review and comment periods. The public comment periods usually begin in early to mid-summer. The MPO then conducts public workshops in locations around the region to provide opportunities for discussion and gathering input.

Amendments and Administrative Modifications

The MPO may amend any of the certification documents, including a Transportation Improvement Program. The Advisory Council and affected communities and constituencies are notified of pending amendments. Legal notices of amendments are placed in the region’s major English-language newspaper, Spanish-language newspaper, and minority-community newspaper, and are posted on the MPO’s website. Amendments have a 30-day public comment period in advance of MPO action. There may be exceptions in two types of circumstances. In extraordinary circumstances, such as an unforeseen regulatory requirement or funding deadline, the Transportation Planning and Programming Committee may vote to shorten the public comment period by as much as 15 days. In emergency circumstances, such as an existing or impending severe disruption to the integrity or safety of the transportation system that requires immediate action, or if there is a natural or human-caused hazard or disaster or a need to take immediate action to take advantage of an extraordinary funding opportunity, in the public interest, it may be waived.

An extended or an additional public comment period will be provided when a proposed amendment is significantly altered during the initial public comment period (for an extension) or after the close of the initial public comment period (for an additional comment period). The length of an extended public comment period is an additional 15 days from the notification of the extension. An additional public comment period is 30 days from the notification of the additional period.

The Advisory Council is provided an opportunity to develop comments prior to a decision on amendments. The subscribers of the MPOinfo listserv are notified. Municipal and agency representatives and members of the public are invited to attend the Transportation Planning and Programming Committee and MPO meetings at which amendments are discussed, and submit written or oral testimony.

For the Transportation Improvement Program, and consistent with federal guidelines, if a project is valued at \$5 million or less, the threshold for defining an amendment is a change of \$500,000 or more. The threshold for projects valued at greater than \$5 million is 10 percent or more of the project value. Changes below these thresholds may be considered administrative modifications. The Transportation Planning and Programming Committee acts on administrative modifications, and, although no public review period is required, one may be provided at the Committee's discretion.

Significant changes in funding level are announced through a variety of media, including notice on the MPO's website and e-mail notification to the municipalities in the region.

Public Review and Comment Periods for Certification Documents

The Transportation Planning and Programming Committee approves draft certification documents for public review. A comment period begins on the date announced in the legal notice of availability of the document. The Transportation Planning and Programming Committee will make all reasonable efforts to avoid conducting public comment periods and public outreach between December 15 and January 2. Documents and other relevant materials must be available on the MPO's website on the first business day of the public comment period and shortly afterward in compact disc and print formats. After the close of the public comment period, the Transportation Planning and Programming Committee votes to recommend action to the MPO. The MPO then meets to act on the recommendation.

Certification documents are circulated for comment during a 30-day public review period prior to their adoption by the MPO and submission to the Federal Highway Administration and the Federal Transit Administration. Comments are actively solicited in advance of and during review periods for the draft certification documents. Draft documents are distributed to legislators, municipal officials (chief elected officials, highway department directors, planning directors or planning board chairs, and conservation commissions), Regional Transportation Advisory Council members, MAPC representatives, Regional Equity contacts, and public libraries in each community. Notification of the documents' availability for public comment is also sent to all other interested parties and to the contacts noted above. Documents are provided in print and compact disc formats, and in accessible formats upon request.

Announcements of the availability and public comment periods for the certification documents are made through legal notices in the major regional English-language newspaper, Spanish-language newspaper, and minority community newspaper; press releases are sent to regional and local newspapers; and meeting notices are placed in *TRANSREPORT*, posted on the MPO's website, sent through MPOinfo, and if possible, in other print and electronic newsletters in the region. MPO meetings are posted with the Secretary of State and the Office of Administration and Finance. Special efforts are made to reach non-English-speaking residents through community organizations. Announcements include an invitation to comment; dates, places, and times of public workshops to discuss the documents; the date of the close of a public comment period; and instructions on where comments may be submitted. If a public comment period is shortened or waived, the Transportation Planning and Programming Committee will explain the reason in its public comment notice.

The staff regularly reports to the MPO on all comments received and issues raised in all public forums. Written comments, whether received on paper, through the website and its e-forms, or via e-mail, are presented in full and in summarized form to the Transportation Planning and Programming Committee. Summaries of verbal comments at meetings and forums are also prepared. A summary of comments and responses and copies of the original written comments are included as appendices to final documents. Comments and summaries of comments, with the names and addresses of authors, are maintained in MPO records.

The MPO allows adequate time to review and consider public comments, and to make appropriate adjustments. If significant changes to a draft document are made as it is finalized by the MPO or if important new issues are raised in it, an additional public comment period is provided.

The MPO acknowledges receipt of all written comments on certification documents by sending a written reply. If the comment refers to a specific document, a second reply, summarizing the MPO response and providing an explanation, is sent after final adoption of the document.

THE MPO'S MEMORANDUM OF UNDERSTANDING

The most recent Memorandum of Understanding (MOU), approved in December 2001, is available on the MPO's website. The MPO circulates to the public proposed amendments prior to consideration for approval.

DEVELOPMENT OF THE PUBLIC PARTICIPATION PROGRAM

This Public Participation Program is developed in consultation with members of the public and interested parties listed above. It had a 45-day public review and comment period announced with the same steps as those for the certification documents. The final Program is posted on the MPO's website and is distributed on request in the formats used for the certification documents.

The MPO reviews the public participation program's progress and effectiveness on an ongoing basis. The evaluation uses both quantitative and qualitative measures, such as level of event attendance, number of comments received, use of the website, and the level of comfort with process, outcome, and sense of fair treatment. In addition, the MPO will develop a process for identifying measures for understanding the Public Participation Program's effectiveness in achieving its objectives. Evaluations include written and verbal comments provided by participants, and event exit surveys asking for participants' views on the process. The Transportation Planning and Programming Committee then develops and recommends modifications, as it deems necessary.

OTHER AVENUES OF INPUT

There are other means by which members of the public have access to the transportation planning process. Some of these pertain to the MPO directly and others to member organizations.

RELATED OUTREACH CONDUCTED BY INDIVIDUAL MPO MEMBERS

The MPO agencies and municipalities conduct public participation activities related to MPO activities and their particular agency and program needs. For example, the MAPC regularly brings together representatives of the municipalities in each of eight subregions to foster communication and intermunicipal cooperation; they meet monthly to address transportation, land use, conservation, and environmental issues. MPO staff members frequently participate in these discussions to exchange information and gather input from the subregions. The MBTA conducts extensive outreach in the preparation of the Program for Mass Transportation and the Capital Investment Program, which are intrinsically connected to the Long-Range Transportation Plan and the Transportation Improvement Program. The MBTA also uses public participation in its design and construction projects. MassDOT conducts corridor and other studies, and sets up citizen advisory groups. Elected officials of MPO municipalities conduct outreach for transportation projects and issues. All the member agencies and municipalities engage in environmental review and/or planning activities that call for public processes. Some of these processes are extensive, involving citizen advisory committees, workshops, hearings, and other outreach activities. Members share information gathered through these processes with other MPO members. Agencies are encouraged to coordinate their outreach plans, when possible, with MPO workshops to consolidate public involvement activities.

FEDERAL TRANSIT ADMINISTRATION (FTA) PUBLIC HEARING REQUIREMENTS

The MBTA, the FTA Section 5307(c) applicant, has consulted with the MPO and concurs that the public involvement process adopted by the MPO for the development of the Transportation Improvement Program (TIP) satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program, grant applications, including the provision for public notice and the time established for public review and comment.

For FTA projects that are not routine, i.e., Section 5307 applications that require an environmental assessment or an environmental impact statement, the public involvement provided for herein for TIP review is not sufficient. Additional public involvement, as presented in the joint Federal Highway Administration/Federal Transit Administration (FHWA/FTA) environmental regulations, 23 CFR part 771, will be required for grant approval.

ACCESS ADVISORY COMMITTEE TO THE MBTA (AACT)

AACT is a consumer organization composed primarily of people with disabilities, senior citizens, and representatives of human services agencies. It is an independent organization that works closely with the MBTA to ensure that the Boston region's transportation system is accessible, as well as safe and efficient, as guaranteed by the Americans with Disabilities Act. AACT provides a public forum for discussion of MPO issues and topics, including the certification documents during their development, and is invited to participate in the development, review, and comment processes for all certification documents. All AACT members receive notices and flyers in their regular monthly informational mailings. AACT officials and interested members are also sent notices through MPOinfo, and they often participate in MPO open houses or workshops.

The Massachusetts Commission for the Blind receives MPO notices and invitations to participate and frequently tapes this information for distribution to users of its services.

PUBLIC INVOLVEMENT FOR OTHER STUDIES AND REPORTS

Some planning studies and reports, such as corridor studies, call for special processes for working with affected communities and agencies. Programs for these studies are consistent with the MPO's public involvement principles.

APPENDIX A – The Boston Region MPO’s Regional Equity Program

The Boston Region MPO’s regional equity program is composed of three key elements: outreach, analysis, and integrating environmental justice into the planning process. The program’s outreach efforts are generally described on pages 5, 6, and 7. A more detailed description of the program’s outreach efforts, analysis, and integration of environmental justice into the planning process is presented below.

Outreach

Gathering Information

Gathering information about the transportation needs of minority and low-income populations is completed in one of three ways:

1. One-on-one interviews with community organizations are used to discuss transportation needs and burdens and facilitate participation. The MPO has learned that, in some cases, the people best positioned to speak about the transportation needs of environmental justice areas do not have the time and financial resources to travel to meetings in a central location or to participate in public forums. By visiting community representatives at their offices and facilitating one-on-one or small-group interviews, the MPO is able to obtain valuable information about the transportation needs of the area that inform the MPO during its transportation decision-making process. These discussions also provide opportunities to inform participants about the MPO and the metropolitan planning process.
2. Standardized surveys are also used to gather data for analysis and presentation to the MPO. Blank surveys are mailed to community contacts that are unable to schedule time for an interview.
3. The MPO staff also keeps track of forums and meetings planned by community organizations. When relevant, and as time permits, the staff attends these meetings to meet additional contacts, gather information, and provide input on questions specific to the MPO planning process as they arise. The MPO staff regularly attends the MBTA’s Rider Oversight Committee meetings and informs the committee of opportunities for input into the MPO’s planning process.

Summarizing Needs

Summaries of the information gathered and copies of the surveys, maps, and any other notes and information are compiled and presented in briefing books for review by the MPO and are made available to contacts and interested parties in environmental justice areas. Prior to its inclusion in the briefing book and reports to the MPO. The MPO staff interprets the needs identified by each community and classifies them as being related to the Long-Range Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, service planning, or other planning processes.

Providing Feedback to Community Organizations

The MPO provides feedback to community organizations involved in the MPO regional equity process by providing a written summary, in draft form, of their discussions with MPO staff for their review, and by classifying the needs as being related to the Long-Range Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, service planning, or other entity. Communication is ongoing, as the MPO staff keeps community organizations updated with information. If relevant, the MPO staff encourages community organization representatives to attend MBTA Rider Oversight Committee meetings to directly convey transit service issues to the MBTA and the committee. Notices of current and planned MPO activities (including MPO-sponsored meetings, open houses, workshops, or meetings sponsored by other agencies, if known) that are related to the community's needs are also sent to the organizations when relevant.

Analysis

For the MPO's Long-Range Transportation Plan, JOURNEY TO 2030, MPO staff performed a systemwide analysis on current conditions, the set of projects that were currently funded by the MPO, and the set of projects recommended in the plan. The analysis focused on mobility, accessibility, and emissions for communities with a high proportion of low-income and minority residents. The MPO is also able to fund studies on issues or topics identified through the MPO's environmental justice outreach process.

Integration with Planning Process

The MPO integrates environmental justice concerns into the planning process by encouraging and sharing input from its outreach efforts, by using environmental justice as a criterion in its planning documents, and by examining environmental justice issues in greater detail.

The MPO holds several open houses and workshops every year on various topics; these events include forums for discussing certification documents and UPWP studies. Environmental justice contacts are encouraged to attend and to provide input at each of these events. The MPO also holds periodic meetings that focus on environmental justice, and gives presentations on its regional equity program whenever requested to by a community organization. Environmental justice contacts are notified of public review periods and are encouraged to provide input. The MPO staff summarizes input from these events and distributes it to MPO members.

The potential impact of a proposed project in environmental justice areas is a criterion in the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) project-ranking processes. The MPO staff gives projects that are estimated to benefit environmental justice areas positive ratings and projects that may burden these areas negative ratings. The MPO considers these ratings when deciding what projects should be listed in the LRTP or TIP, and which should receive funding.

APPENDIX B – Minority Representation on Decision-Making and Advisory Bodies

The Boston Region MPO Memorandum of Understanding stipulates MPO member entities. Eight of them are permanent: City of Boston, Executive Office of Transportation, MBTA, MassHighway, MassPike, Massport, MBTA Advisory Board, and MAPC. Six municipalities (three cities and three towns) are elected to three-year terms by the 101 municipalities in the MPO region in an election coordinated by MAPC and the MBTA Advisory Board. MPO member designees are charged with the responsibility of communicating the transportation needs of their minority constituents to the full MPO. Currently, four of the seven municipalities on the MPO include communities with identified regional equity/environmental justice areas: Boston, Somerville, Framingham, and Salem.

There are several advisory boards to the MPO. The Regional Transportation Advisory Council is an independent body that provides advice and input to the MPO. The Advisory Council determines its own membership. Currently, there are several municipalities on the Council that contain an environmental justice area: the MPO municipalities (Boston, Somerville, Framingham, and Salem), as well as Cambridge, Revere, Everett, and Quincy. In addition, the Executive Office of Energy and Environmental Affairs is a member and has selected its environmental justice manager to be its representative on the Advisory Council.

There are three policy advisory boards for the MBTA. The MBTA Board of Directors is the governing body that manages the MBTA, and was created by the MBTA enabling statute, Massachusetts General Laws, c. 161A. The members of the Board serve two-year staggered terms, and are appointed by the Governor of the Commonwealth.

The MBTA Advisory Board is also a creation of the MBTA's enabling legislation and is composed of 175 members. The mission is to provide public oversight of the MBTA as well as technical assistance and information on behalf of the 175 members of the Advisory Board and the transit-riding public. The 175 cities and towns served by the MBTA are represented by the local Chief Elected Officials of those communities, who are chosen by voters in municipal elections.

The MBTA Rider Oversight Committee grew out of the MBTA's public discussions of fare policy, and is composed of eight members representing various advocacy groups, eight senior MBTA managers, eight public members, and three public alternate members. The public members were originally selected by the other 16 members from over 400 applicants. As new members continue to be added to replace departing members, the committee will seek to maintain a diverse membership representative of the MBTA's ridership.

The Access Advisory Committee to the MBTA (AACT) is a consumer advocacy organization composed primarily of people with disabilities, senior citizens, and representatives of human services agencies. Working closely with the MBTA, AACT strives to ensure that the transportation system of the Boston region is accessible, in addition to being safe and efficient, as guaranteed by the Americans with Disabilities Act (ADA).

APPENDIX C – Contacts in the Regional Equity Program

Organization
Alliance of Boston Neighborhoods
Allston-Brighton Area Planning Action Council
Allston-Brighton CDC
Allston-Brighton Healthy Boston Coalition
Alternatives for Community & Environment
Asian American Civic Association, Inc.
Asian CDC
Boston Chinatown Neighborhood Center
Brazilian American Association (BRAMAS)
Cambridge Community Development Department
Cambridge Community Services
Chelsea Green Space and Recreation Committee (aka Chelsea [Human Services] Collaborative)
Chelsea Neighborhood Housing Services, Inc.
City of Revere, Community Development Department
Codman Square Neighborhood Development Corporation
Committee for Boston Public Housing
Community Action Agency Of Somerville
Community Action Programs Inter-City, Inc.
Community Minority Cultural Center (CMCC)
Dorchester Bay EDC
Dorchester Neighborhood Service Center
Dudley Street Neighborhood Initiative
East Boston Ecumenical Community Council (EBECC)
Eight Streets Neighborhood Association
Fenway CDC
Fenway Civic Association
Fields Corner CDC
Four Corners Action Coalition
Framingham Community Partners
Healthy Malden
Inquilinos Boricuas En Acción
Jamaica Plain Neighborhood Development Corporation
Just-A-Start
La Alianza Hispana
Lynn Economic Opportunity, Inc.
Madison Park Development Corporation
Massachusetts Workforce Investment Board
Mattapan CDC
Mattapan Family Service Center
Medford Health Matters
Mission Hill Neighborhood Housing Services

Neighborhood of Affordable Housing
Nuestra Comunidad Development Corporation
Parker Hill Fenway Neighborhood Service Center
Quincy Asian Resources. Inc. (QARI)
Quincy Community Action Programs
Roca, Inc.
Roslindale Village Main Street
Salem Harbor CDC
Somerville Community Corporation
Somerville Transportation Equity Partnership (STEP)
South Middlesex Opportunity Council
Southwest Boston CDC
The Chinatown Coalition
Urban Edge
Viet-AID
Waltham Alliance to Create Housing
Women's Institute for Housing and Economic Development

APPENDIX IV

Environmental Justice Initiatives in the Unified Planning Work Program

MPO Environmental Justice Initiatives in the Unified Planning Work Program

The following describes current and upcoming MPO initiatives in the UPWP for providing data collection and analysis that support MPO coordination of environmental justice issues and that help in addressing the transportation needs of minority, LEP and low-income residents. The UPWP is the main conduit for initiating studies and programs that identify where minority, LEP, and low-income populations are located, what service is being provided to them, and how effective this service is in meeting their needs. Input from the Transportation Equity Program is considered in the development of the UPWP. The MPO also funds planning work that supports MPO programming for its TIP and Regional Transportation Plan and for the Clean Air and Mobility Program, which provides funding for programs and projects that improve the mobility of residents in areas currently not served or currently underserved by transit.

Transportation Equity/Environmental Justice Projects

Transportation Equity/Environmental Justice Support

The primary purpose of this ongoing project is to integrate and foster environmental justice awareness in relation to the Regional Transportation Plan, the UPWP, the TIP, the CMP, air quality conformity determinations, and project-specific work products. This has been done through the continued outreach to minority, LEP, and low-income populations described in Chapter 2 of this report.

Mapping Important Locations in Environmental-Justice Areas and Identifying Transportation Options in Those Areas

Staff will identify and map major locations within selected environmental-justice areas of the MPO region, input destinations serving people with low incomes and/or disabilities, and produce an overlay of existing public and active (walking and bicycling) transportation options in those areas.

Opportunities for Combining Job Access/Reverse-Commute and Low-Income and Minority Elderly Transportation Services

This project will explore the potential for coordinating existing transportation services to meet both the needs of low-income and minority elderly individuals and the needs of low-income and minority individuals making employment-related trips. This will include identifying existing job access/reverse-commute and elderly transportation services, determining the distribution of low-income and minority elderly households, identifying travel need characteristics and destinations by trip type for both groups, identifying transportation analysis zones with high percentages of low-income and minority residents, and assessing the appropriateness of sharing vehicles/providers.

Future Transportation Equity/Environmental Justice Projects

Through continued outreach and the completed system-level analysis of the Plan, the MPO staff will identify additional topics to be studied to address the concerns of minority, LEP and low-income communities. The project(s) approved for study will be funded by a pool of money the MPO has set aside to address environmental justice concerns. All activities and expected work products will be presented to the Transportation Planning and Programming Committee for approval as detailed work scopes outlining the specific tasks and products associated with that project.

Projects Related to Transportation Equity/Environmental Justice

Congestion Management Program (CMP)

The focus of this project is not on Title VI or environmental justice concerns, but it has become a significant resource for information about them as the project has developed. The data collection work contributes to environmental justice analysis in the Plan, Title VI, and project-specific studies by providing data that can be linked to the populations of concern. The CMP monitors transit, roadway, and park-and-ride facilities in the MPO region and identifies problem locations. This information is used in the development of the Plan and TIP. Studies that help address problems identified in the CMP report are typically given priority in the UPWP.

MBTA Bus Route 1 Transit Signal Priority Study

MBTA bus Route 1 from Harvard Square in Cambridge to Dudley Square in Roxbury runs through several environmental-justice areas and is one of the busier routes in the system. The corridor along which this bus route travels, Massachusetts Avenue (Route 2A), is a multilane roadway with an on-street parking lane in both directions. Transit signal priority (TSP) could improve bus operations for the route by reducing travel times and improving schedule adherence. CTPS is evaluating existing traffic and bus operations along the route and identifying TSP and other traffic-signal recommendations to improve both bus and traffic operations.

MBTA Core Services Evaluation

This study, completed in FFY 2011, evaluated how the MBTA can adapt its services in response to changing demographics, increasing environmental awareness, the current economic downturn, and the fiscal realities faced by the Authority. All of these factors contribute to changing expectations about how transit might be used and provided and how far riders are willing to walk to access service. With these new realities in mind, the study researched the different markets currently served by the MBTA and identified the constituencies that it is the core mission of the Authority to serve. For non-core markets, the study explored other mobility options that could be adopted and evaluated whether the current Clean Air and Mobility Program has been successful in providing alternatives. In keeping with identifying potential changes to MBTA services, the study also evaluated whether the existing service standards should be revised to reflect new approaches to providing mobility in the region.

Early Morning Transit Service

The MBTA currently does not have a systematic way of evaluating the need for additional early-morning bus service to provide mobility for shift workers in the service and medical industries, who tend to be minority and low-income. Presently there is a limited amount of early-morning service on a small number of routes, and when the MBTA has added earlier trips, the service has been well utilized. This suggests there may be untapped demand for expansion of early-morning service to other parts of the network, expanding mobility options in the region as a whole.

Staff will look at existing early-morning ridership and travel patterns across modes, analyze automated-fare-collection data for early-morning rapid transit station arrivals, and identify employers and types of jobs that require early arrival times. Areas where a larger demand exists for early service will be identified, potential new trips proposed, and operating costs and ridership estimated. The study might also examine the potential for forming partnerships with employers to fund these services.

APPENDIX V

JOURNEY TO 2030 Development Process

PLAN DEVELOPMENT

Federal metropolitan planning regulations require MPOs to develop a regional transportation plan every four years. The last Boston Region MPO Transportation Plan (JOURNEY TO 2030) was adopted in April 2007. The MPO has built upon the work done for the development of the JOURNEY TO 2030 Plan to develop this Plan Amendment. This chapter outlines the process that was followed in the development of JOURNEY TO 2030 and this Amendment.¹

PUBLIC OUTREACH FOR THE PLAN

Process and Activities

The MPO's public participation program is designed to provide opportunities for members of the public, other stakeholders, and elected officials to be involved in the development of the Regional Transportation Plan (the Plan), Unified Planning Work Program (UPWP), and Transportation Improvement Program (TIP), and to support the ongoing work of the Regional Transportation Advisory Council (the Advisory Council) and the Regional Equity Program. As part of the 2000–2025 Transportation Plan Update, the MPO adopted its current public involvement program in March 2002 following extensive public outreach that yielded comments regarding the guiding policies of the Plan, project selection, and environmental justice issues. The activities of the public involvement program are designed to meet federal planning rules that require the MPO to maintain a continuing, cooperative, and comprehensive (3C) transportation planning process. The MPO followed and expanded on this public involvement program by developing a specific public involvement plan for JOURNEY TO 2030. The JOURNEY TO 2030 public involvement

¹ The original JOURNEY TO 2030 Plan process is provided below in the beginning of this chapter while the Plan Amendment process is provided at the end of this chapter, beginning on page 3-10

plan was discussed in special inserts on the Plan in *TRANSREPORT* and was approved by the MPO in January 2006.



To develop JOURNEY TO 2030, the MPO conducted a variety of outreach activities, beginning in the fall of 2005, targeting audiences that included: area residents; municipal, state, and federal officials; businesses; and traditionally underrepresented persons, including people with disabilities, low-income and minority communities, and non-English speakers. Methods for eliciting public input included the following:

- *Open houses* that informed the public about the transportation planning process and about studies and projects underway, and that offered a forum for discussion and an exchange of ideas. Open houses were held from 2005 through 2007, and focused on Plan topics such as policies, modeling, regional equity, transportation projects, and land use scenarios.
- *Regional forums* held in February 2006 and February 2007 to hear the views of particular constituencies, such as local officials, and

to provide information on the Plan and the Mobility Management System.

- *Regional equity and environmental justice forums* held in April 2006 and January 2007 for professionals working in environmental justice neighborhoods and members of the public to discuss the transportation needs of low-income and minority neighborhoods.
- *“Invite Us Over” sessions*, where MPO staff visited municipal, community, and professional organizations, as requested, to present information and discuss ideas for the Plan.
- *Workshops* held in July 2006 and February and March 2007 to provide information about all of the certification documents and to give the public an opportunity to comment on the Plan and its projects and programs.
- *MAPC subregion meetings*, where MPO staff met periodically with MAPC subregional groups to gather information on projects that would be included in the Plan, update the subregional groups on the Plan process, and accept comments.

The Advisory Council, which is funded by the MPO, is an important avenue for public involvement, and it serves the MPO in an advisory capacity. Composed of citizen groups, advocacy organizations, municipal officials, regional entities, and state agencies, it is charged with creating a forum for the ongoing discussion of pertinent regional transportation topics and for considering diverse views. MPO staff presented information on JOURNEY TO 2030 at several Advisory Council meetings.

Communicating with the Public

The MPO uses several means to alert members of the public about MPO news, activities, and events, and to encourage public participation in the transportation planning process.

E-mail Distribution Lists: MPOinfo and MPOmedia

Throughout the planning process, the MPO prepares press releases, flyers, and other notices for distribution to a broad network of interested parties. These materials are distributed via the MPO's one-way e-mail list, which includes over 1,200 contacts, including municipal officials, planners, regional equity contacts, special interest groups, members of the general public, and legislators. Press releases and informational flyers are also distributed to over 200 media outlets, including local Spanish-language publications (which receive Spanish-language text). Outreach materials are also distributed to the Access Advisory Committee to the MBTA (AACT), which works with the MBTA to ensure that the public transportation system in the region is accessible to the elderly and people with disabilities.

The MPO has expanded its e-mail contacts so that its messages reach councils on aging; commissions on disability; community development corporations; chambers of commerce; economic development, Main Street districts, and transportation committees; and conservation, youth, historical, and natural resource commissions.

TRANSREPORT

The MPO's monthly newsletter, *TRANSREPORT*, is an important means of providing information on various aspects of the entire MPO planning process, including announcements of public participation opportunities and outreach activities. Each issue provides information on upcoming transportation-related public meetings and events, MPO activities, and ways to contact MPO staff with ideas and questions. Special inserts on important Plan topics are frequently included to provide detailed information and encourage public comment.

TRANSREPORT is sent to nearly 3,000 recipients, including over 100 state legislators and their

staffs, numerous local officials, and members of the general public in each municipality in the region. *TRANSREPORT* issues are posted each month on the MPO's Web site, which also has an archive of past issues.

Web Site

The MPO's Web site has pages designated for the Plan and each of the other certification documents. These pages are updated frequently. Visitors to the Web site are invited to submit comments electronically. Between November 2005 and January 2007, the Web page for the Plan received 5,635 hits.

Public Comments

As a result of the outreach, the MPO received numerous comments on the Plan from members of the public. The Boston Region MPO reviewed and considered all comments during the decision-making process. A summary of written and oral comments relating to the development of the Plan is included in Appendix A. In addition, the

TRANSREPORT
THE NEWSLETTER OF THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION
FEBRUARY 2007

MPO Seeks Comments on Draft Plan
The Boston Region Metropolitan Planning Organization (MPO) is expected to release, for comment, its draft long-range transportation plan, JOURNEY TO 2030, by mid-February. JOURNEY TO 2030 is a financially constrained program of planned highway and transit improvements proposed for the region through 2030. In development for more than a year, it will include the results of the MPO staff's recently completed environmental justice analysis, which was conducted in consultation with environmental justice communities, as well as an air quality analysis of the proposed program of projects. The Plan will also set forth MPO policies, which will guide investment decisions, and include detailed discussions of regional transportation issues.

JOURNEY TO 2030 WORKSHOPS
The Boston Region MPO will host the following workshops to provide an opportunity for the public to learn more about, and comment on, the draft of JOURNEY TO 2030, the MPO's long-range transportation plan. (Also see the article to the left and the special insert inside this issue.)

BOSTON
Thursday, February 22
6:00 to 8:00 pm
New Transportation Building
Boston Region MPO
Conference Room, Suite 2100
33 Park Plaza, Boston

FRAMINGHAM
Tuesday, February 27
6:00 to 8:00 pm
Framingham Town Hall
Memorial Building
Public Hearing Room
100 Concord Street, Framingham

THE BOSTON REGION MPO "HOW TO" SEMINARS FOR MUNICIPAL OFFICIALS, AND JOURNEY TO 2030 PUBLIC DISCUSSIONS
Municipal officials who would like to learn how they can work with the MPO in the development of the federal fiscal year (FFY) 2008 Unified Planning Work Program (UPWP) and FFY 2008-2011 Transportation Improvement Program (TIP) are invited to attend one of the seminars listed below. The public is also invited to participate in JOURNEY TO 2030 discussions, which will take place after the "How To" portion of each seminar.

SOUTH OF BOSTON
Tuesday, February 20
5:00 to 7:00 pm
Quincy City Hall Annex
Second Floor
1345 Hancock Street, Quincy

WEST OF BOSTON
Monday, February 27
5:00 to 7:00 pm
120 School Street, Woburn
(Off a Longman Street garage)

EAST OF BOSTON
Wednesday, February 21
5:00 to 7:00 pm
Boston City Hall
Room 401, English Place
One City Hall Plaza, Boston

SOUTH OF BOSTON
Wednesday, February 28
5:00 to 7:00 pm
MVA's Parking Garage
Corner of Market and Broad
Streets, Boston

BOSTON REGION MPO OPEN HOUSE
The Boston Region MPO invites members of the public who are interested in learning about the MPO process and current MPO activities to an Open House, where particular attention will be paid to the recently released JOURNEY TO 2030 and the development of the new TIP and UPWP.

Boston, March 6
Noon-5:00 pm and 6:00 pm-7:00 pm
New Transportation Building
Boston Region MPO Conference Room, Suite 2100
33 Park Plaza, Boston

MEETING CALENDAR
at the most recent information
the following public meetings
of which (if any) have been
indicated after "TRANSREPORT"
and its press, go to www.bostonmop.org or call 617-572-1119.

THE STATE TRANSPORTATION
JULIUS, 10 PARK
LAW, BOSTON

February 1 (Thursday)
Boston Region MPO Transportation
Planning and Programming
meeting, Conference Room 4,
1:00 to 2:00 pm

February 8 (Thursday)
Boston Region MPO Transportation
Planning and Programming
meeting, Conference Room 4,
1:00 to 2:00 pm

February 14 (Wednesday)
Regional Transportation Advisory
Council, Conference Room 4,
6:00 to 7:00 pm

February 21 (Wednesday)
Massachusetts Bicycle and
Electricity Advisory Board,
Executive Office of Transportation,
Conference Room 1, Suite
100, 1:00 to 2:00 pm

February 22 (Thursday)
Boston Region MPO Transportation
Planning and Programming
meeting, Conference Room 4,
1:00 to 2:00 pm

February 23 (Thursday)
Boston Region MPO Transportation
Planning and Programming
meeting, Conference Room 4,
1:00 to 2:00 pm

Member continued on p. 2

Plan Comments cont. on p. 4

The members of the Boston Region MPO: Executive Office of Transportation, City of Boston, Everett, Haverhill, and
Lowell, Federal Highway Administration, Federal Transit Administration, 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, Town of Bedford, Framingham, and Needham.

MPO responded to comments received during the formal comment period for the draft Plan (February through March 2007). The comments received during the formal comment period, along with the MPO action taken, are also included in Appendix A, in a separate table.

ENVIRONMENTAL JUSTICE

Environmental justice was an important factor in the development of JOURNEY TO 2030 to ensure that all populations in the MPO (including low-income and minority populations) are treated equitably. MPO policies promote the equitable sharing of the benefits and burdens of the region's transportation system, as well as participation in decision-making. In addition to the public outreach program described above, the MPO also has a regional equity program to identify transportation needs of minority and low-income populations and to provide information about the planning process to encourage public involvement.

The Boston Region MPO's regional equity program is composed of three key elements: outreach, analysis, and the MPO's evaluation of

environmental justice issues (see Chapter 9 for more information). After one-on-one meetings and interviews, the MPO provides feedback to community organizations by classifying their needs and concerns as they relate to the Plan, TIP, UPWP, transit service planning, or another agency. The information is then directed to the agency that can best address each need.

In selecting projects for the Plan, the potential impact of a proposed project on environmental justice areas is a criterion in the project ranking processes, as discussed in Use of Goals and Policies in the Selection of Highway Projects, below. The MPO staff gives projects that are estimated to benefit environmental justice areas positive ratings and projects that may burden these areas negative ratings.

As part of the Plan process, the MPO performed a systemwide environmental justice analysis on current conditions (2000 Base Year), the set of projects that are currently funded by the MPO (2030 Conditions if no new projects were funded and constructed), and the set of projects recommended in this plan (2030 Build Conditions). The analysis focuses on the mobility, accessibility, and emissions for communities with a high proportion of low-income and/or minority residents (see Chapter 14 for more information).

CONSULTATIONS ON ENVIRONMENTAL ISSUES

The MPO has responded to SAFETEA-LU directives by consulting with agencies responsible for land management, natural resources, historic preservation, and environmental protection and conservation, as related to transportation initiatives. Natural, environmental, and historic resources were mapped for the Boston region using information from the Commonwealth's Office of Geographic and Environmental Information Systems (MassGIS). The information included Areas of Critical Environmental Concern, flood hazard areas, wetlands, water supply and wellhead protection areas, protected open space, Natural Heritage and Endangered Species Priority Habitats,





and historic places, and was used in evaluating the projects. This was done at a regionwide level for the Plan by overlaying the projects on the maps to determine where potential environmental issues could arise.

Once the mapping was completed, MPO staff consulted with MassHighway's and the MBTA's environmental divisions to determine their processes for environmental review of project designs. A meeting was then held with the Massachusetts Environmental Policy Act (MEPA) unit of the Executive Office of Environmental Affairs. The MEPA unit oversees the Massachusetts Environmental Policy Act that requires project proponents to study the environmental consequences of their actions and to take all feasible measures to avoid, minimize, and mitigate damage to the environment.

Through this consultation, it was determined that the MPO staff was reviewing the most important areas of environmental concern and that further review and consultation on environmental effects and mitigation would occur when more detailed information becomes available. This will occur

when each of the projects is in the design phase and prior to being funded for construction.

SELECTION OF PROJECTS

One of the primary components of this Plan is a list of major capital expansion projects for implementation over the next 23 years. To select these projects, the MPO first created a Universe of Projects, which is a list of all possible projects for consideration, using different processes for creating the highway portions than for the transit portion of this list.

Universe of Highway Projects

The highway Universe of Projects list is composed of projects that were included in a previously adopted Regional Transportation Plan; projects previously studied, currently being studied, or in development; and projects included in comments received during the public outreach process for the 2000–2025 and 2004–2025 Plans and for the current Plan, JOURNEY TO 2030. The highway Universe of Projects is in Appendix B.

Universe of Transit Projects

The MBTA adopted its Program for Mass Transportation (PMT) in May 2003, which defines a long-range vision for regional mass transportation with respect to infrastructure improvements. The PMT development process included extensive public outreach that generated hundreds of project ideas. These ideas were included in the universe of projects evaluated in the PMT. This expansive list was screened to create a shorter list of feasible projects that warranted further evaluation. Consistent criteria were developed for conducting the screening process. That process led to the approximately 60 transit projects that were considered for JOURNEY TO 2030. For a more detailed discussion of the screening methodology, visit the MPO's Web site, www.bostonmpo.org, and click on the MBTA Program for Mass Transportation button. The transit Universe of Projects, which contains both the projects that survived the screening and those that did not, is in Appendix B.

The Use of Visions and Policies in the Selection of Highway Projects

The MPO devoted a considerable amount of time to the development of visions and guiding policies during the Plan process. A complete list of the visions and policies guiding the development of the Plan is provided in Chapter 4. The MPO used these visions and policies in the project selection process of the Plan. Each highway project, along with its description, was included in the Universe of Projects, and was rated according to its consistency with the following policies:

- System preservation, modernization, and efficiency
- Mobility
- Environment
- Safety and security
- Regional equity, also called environmental justice
- Land use and economic development

The two policies not used (public participation and finance) are not applicable to the assessment of individual projects; these policies are entirely process oriented. MPO staff assigned a rating between -3 and 3, depending on how well the project complied with each policy. A table summarizing the evaluation of projects is in Appendix C.

The Use of the Program for Mass Transportation in the Selection of Transit Projects

As discussed above, the list of screened projects in the PMT was considered for transit project selection in the development of this Plan. Within the PMT, this list was further evaluated and prioritized using performance measures to determine how well each project met the PMT goals and objectives. These goals and objectives are consistent with the Boston Region MPO's regional policies.

The projects were evaluated based on 35 individual performance measures that had been divided into seven categories:

- Utilization
- Mobility
- Cost-effectiveness
- Air quality
- Service quality
- Economic and land use impacts
- Environmental justice

Within the cost-effectiveness category, performance measures that considered each project's impacts on both existing and new riders were used.



A list of the transit expansion projects by mode (rapid transit, bus and trackless trolley, commuter rail, and boat) and their evaluations are provided in Appendix C. Each project was given a rating of high, medium, or low for each category of the

performance measures and was also given an overall rating.

DEVELOPMENT OF DEMOGRAPHIC PROJECTIONS

As part of the Plan process, land use projections to the year 2030 were used to forecast travel demand. MAPC developed the demographic forecasts that were subsequently adopted by the MPO. The process involved projecting population, employment, and the number of households and allocating them throughout the region. The process of integrating land use considerations into the transportation planning process began with the MPO's review of two different land use scenarios that were developed by MAPC: Current Trends and Smart Growth Plus.

- The Current Trends scenario assumes that areas with recent growth in jobs and housing will continue to grow; that existing resource and infrastructure constraints will not limit development; and that large numbers of people will commute into the eastern Massachusetts area from outside the region in response to a projected shortage of resident workers.
- The Smart Growth Plus scenario relies on the implementation of existing policy tools and achievement of smart-growth goals in three areas: land use, water consumption, and educational achievement for immigrants and minorities. It includes assumptions that more development occurs in town centers and areas with existing infrastructure, that water constraints will limit development in some communities, that less land will be converted to residential and industrial uses in the future, and that more skilled workers will be trained to support the region's economy.

In both of these scenarios, the MPO area is seen as a low-growth region, with an increase of just over 10 percent in both population and jobs by 2030. These two growth scenarios were presented to the public for review in open houses, and were subject to discussion by the MPO. The

MPO selected the Smart Growth Plus land use scenario for use in developing the Plan. Detailed descriptions of the development of the population, employment, and household projections under the Smart Growth Plus land use scenario are further discussed in Chapter 11, Land Use and Economic Development.



The MPO received a number of comments regarding the socioeconomic projections used in the development of the Plan. The MPO reviewed these projections and made changes during the amendment of the Plan. In addition, MAPC was in the process of developing MetroFuture, an update of the agency's 1990 regional land use plan. In MetroFuture, MAPC looked at additional scenarios as well as the two scenarios considered as part of the JOURNEY to 2030 process. MAPC adopted MetroFuture in the spring of 2008. Chapter 11 provides more information on the MetroFuture process and the additional scenarios.

TRAVEL DEMAND FORECASTS

In developing JOURNEY TO 2030, the MPO conceptualized the region's transportation needs over the next 23 years. Land use patterns, growth in employment and population, and trends in travel patterns differ in how they affect demands on the region's transportation system. In order to estimate future demands on the system for this Plan, the MPO utilized a regional travel-demand forecast model. The model is a planning tool used to evaluate the impacts of transportation alternatives given varying assumptions with regard to population, employment, land use, and traveler behavior. The model is used to assess potential projects in terms of air quality benefits, travel-time savings, and congestion reduction.

Travel-Demand Model Characteristics

The travel model set simulates existing travel conditions and forecasts future-year travel on the eastern Massachusetts transit and highway systems. To get a more accurate picture of the travel demands in the Boston region, all communities

within the commuting shed (the area from which people commute) for eastern Massachusetts are included in the modeled area. This area includes an additional 63 communities that are outside the 101-municipality MPO region.

The model represents all MBTA rail and bus lines, all private express-bus carriers, all commuter boat services, all limited-access highways and principal arterials, and many minor arterials and local roadways. The region is subdivided into over 2,700 transportation analysis zones (TAZs). The model set is made up of several models, each of which simulates a step in the travel decision-making process. The model set simulates transportation supply characteristics and transportation demand for travel from every TAZ to every other TAZ. This simulation is the result of several inputs (different categories of data); the most important include population, employment, auto ownership, transit fares, automobile operating costs, and highway and transit levels of service. These inputs are updated on a regular basis to ensure the reliability of the forecasts. The model set, which is similar in nature to those used in most other large urban areas in North America, also incorporates many new procedures, including the ability to forecast nonmotorized trips and to limit trips based on parking capacities at MBTA stations.

Travel Demand under 2000 Base Year, 2030 No-Build, and 2030 Build Conditions

The travel model analysis for the Plan consisted of several steps. First, an existing conditions network was tested to simulate recent (2000) travel conditions. Appendix D describes all major highway and transit projects that were open for public use by December 31, 2000. Projects included for analysis in the model were "regionally significant" as defined by the federal government, because of their being regional in nature, adding capacity, and having air quality impacts for the region as measured by the model.



A 2030 No-Build alternative was then represented in the model. The 2030 No-Build alternative built upon the 2000 Base Year and added projects that were constructed between 2000 and 2007, projects that are currently under construction, and projects that were programmed in the first year of the 2007–2010 TIP. Descriptions of the 2030 No-Build projects are included in Appendix D. The 2000 Base Year and 2030 No-Build scenarios provided a baseline against which the predicted effects of potential future investments in the transportation system were measured.

Next, an alternative set of projects (called the 2030 Build Scenario) was developed and then compared to the 2030 No-Build scenario (see Development of 2030 Build Scenarios, below). Then these results and other measures, including policies and public comments, were reviewed. A final set of projects was recommended and represented in the model. Using the No-Build analysis as a point of reference, the two Build scenario model outputs helped to measure the effectiveness of congestion reduction, air quality improvements, and other transportation outcomes of each future action transportation network.

The forecasts for the 2030 No-Build and Build scenarios used the 2030 demographic data developed by MAPC using the Smart Growth Plus scenario assumptions. Several important travel statistics were included in each of these forecasts, including:

- Total vehicle-miles of travel (VMT) and vehicle-hours of travel (VHT) on a typical weekday
- Average speed of highway traffic
- Amount of air pollution produced by automobiles and transit vehicles
- Total number of daily trips made by auto and transit
- Average daily fixed-route transit ridership by mode (rapid transit, bus, commuter rail, commuter boat, and express bus)

- Percentage of people traveling by each of the travel modes

Selected travel modeling results for the 2000 Base Year and 2030 No-Build alternatives are shown in Chapter 13.

DEVELOPMENT OF 2030 BUILD SCENARIOS

The MPO used the Universe of Projects as a source for selecting projects to model in the 2030 Build Scenarios. As discussed above, the results of the regional travel demand model were one of the inputs used by the MPO to determine the merits of possible projects. In addition to these results, the MPO used information produced by feasibility studies, project-specific studies, project-specific modeling work, environmental impact reports, input from local officials, and information produced in the MPO's Mobility Management System.

Each highway and transit project was also reviewed for conformity with the MPO's transpor-



tation policies. PMT project descriptions were reviewed for each transit project. In addition, the MPO reviewed comments from the Advisory Council and the MAPC subregional groups. They also reviewed public comments received during outreach sessions held during the development of this Plan, as well as past Plans.

Using these inputs, the MPO developed two transportation project lists for modeling. Highway projects were eligible to be included in the two model alternatives (described below) if there was sufficient project information to include in the model and if a cost estimate existed, and transit projects were eligible if they were included in the PMT. Highway projects for which this information was not available and transit projects that were screened out of the PMT were not included in the final project lists.

Alternative One was based on the projects that were recommended in the 2004–2025 Plan, but with modifications to the list of transit projects. The Commonwealth is in the process of reexamining three transit projects that are included as required mitigation projects for the Central Artery/Tunnel project. In addition to the transit projects included in the 2004–2025 Plan, the MPO decided to include the alternative projects that are being considered as substitute mitigation projects (see Chapter 15, Air Quality Conformity Determination, for a more detailed discussion). The alternative projects were included based on the significant amount of work and public review that had been completed during the substitution process. All highway projects were reviewed again using the inputs outlined above. The transit projects were reviewed using information provided by the adopted PMT. This alternative was not a financially constrained set of projects.

Alternative Two is the set of projects recommended for inclusion in the Plan. The projects were reviewed based on modeled data, evaluation ratings determined by compliance with MPO policies, updated information received since the last Plan, and public comments. Using this

information, this alternative was developed to be a financially constrained set of projects.

The model results for the projects recommended for inclusion in the Plan, which used the Smart Growth Plus land use scenario, are included in Chapter 13, The Recommended Transportation Plan.

PLAN AMENDMENT PROCESS

Major Revisions

The Boston Region MPO completed the Plan development process outlined earlier in this chapter and adopted JOURNEY to 2030 in April 2007. At that time, MPO members agreed that three specific areas of the Plan would need to be revised in the upcoming federal fiscal year. These areas include an update of the demographic projections used in the development of the Plan, further discussion of the inclusion of illustrative projects in the Plan, and the inclusion of transportation control measures (TCMs) into the Plan after their approval by the United States Environmental Protection Agency (EPA). Federal transportation agencies later required that the financial plan be updated to include revised financial assumptions.

Changes in Demographic Projections (Population, Employment, and Households) for JOURNEY to 2030

The MPO received a number of comments regarding the demographic projections (population, employment, and households) used in the development of the Plan during the public outreach period for the draft Plan in 2007. At the time of adoption, the MPO agreed to review the projections and make appropriate changes during development of the amendment of the Plan. At that time, the Metropolitan Area Planning Council (MAPC) was in the process of completing MetroFuture, an update of the agency's 1990 regional land use plan. In MetroFuture, MAPC looked at additional land use scenarios, as well as the two scenarios that were considered during the original JOURNEY to 2030 process. In April 2008,

the MPO adopted an alternative to MetroFuture's preferred land use scenario, known as the RPA Hybrid scenario. The RPA Hybrid scenario uses MetroFuture's forecasts for the 101 municipalities in the Boston Region MPO area, and forecasts from the neighboring Regional Planning Agencies for the 63 municipalities that are in the modeled area but outside of the Boston Region MPO area. The new demographic projections are included in this amendment. A more detailed discussion of the revisions to the demographics is provided in Chapter 11 – Land Use and Economic Development.

Inclusion of Transportation Control Measures

In November 2004, EOT began a process of reevaluating the transportation control measures (TCMs) that were included as air quality projects in the State Implementation Plan (SIP) with the Federal Highway Administration (FHWA), the United States Environmental Protection Agency (EPA), and the Massachusetts Department of Environmental Protection (DEP). The projects being reevaluated were the Green Line Arborway Restoration, the Red Line–Blue Line Connector, and the Green Line Extension to Ball Square/Tufts University.

The reevaluation process included a number of milestones to complete, including:

- The initiation of outreach and establishment air-quality goals
- A complete evaluation of the original and alternative SIP TCM projects. The alternative SIP projects that were selected are:
 - Enhanced Green Line extended beyond Lechmere to Medford Hillside and Union Square
 - Fairmount Line Improvements
 - 1,000 Additional Parking Spaces in the Boston Region
- EOT's review of the alternative SIP projects and consultation with the Boston Region MPO
- Submission of the list of alternative SIP projects to DEP
- DEP's review and approval of the changes. DEP agreed with the three TCM changes but included a fourth commitment—completion of a final design of the Red Line–Blue Line Connector, from the Blue Line at Government Center to the Red Line at Charles Station.
- Completion of the state review and submission to the EPA
- EPA review and approval of the four proposed projects for inclusion in the SIP, as noted in the Federal Register dated July 31, 2008.

The Boston Region MPO was required to include these projects in their long-range transportation plan. This was done as part of the Plan Amendment. This process is detailed in Chapter 15 – Air Quality Conformity Determination.

Illustrative Projects

Illustrative projects are defined as projects that could significantly contribute to mobility in the region, but which are not included in the recommended list of projects because there is not sufficient revenue to fund them. During the development of the JOURNEY TO 2030 Plan, the concept of illustrative projects was discussed, and the MPO decided that before listing illustrative projects, a process for selection of projects in this category should be developed. The MPO subsequently held discussions on illustrative projects and decided to include them in the Plan Amendment. Chapter 16 – Illustrative Projects includes the list and descriptions of the illustrative projects chosen by the MPO.

Revised Financial Assumptions

After adoption of the JOURNEY to 2030 plan in April 2007, the FHWA and FTA issued financial constraint guidance to the Boston Region MPO for use in development of this Amendment. The guidance required the MPO to address the following items as part of an overall reassessment of financial constraint:

- Highway and Bridge Revenues – account for the new financing strategy for funding structurally deficient bridges in the region and review the revenues expected to be available for highways and bridges through 2030.
- Transit Revenues – review the revenues expected to be available for transit through 2030, including discretionary funding for buses and the New Starts/Capital Investment Program.
- Other Considerations – include all projects with costs over \$10 million, projects that require environmental assessments or environmental impact statements, continue to include costs estimates for projects with inflation rates to year of construction, and provide information on the operations and maintenance of the existing system.

Additional Updates and Changes

The revisions to the Plan discussed above require that a number of other areas of the Plan be revised. The adoption of new demographic projections requires that new travel demand model runs be performed to include these changes. In addition, with the approval of the new TCMs, the set of projects in the recommended Plan has changed, primarily due to fiscal constraint. These projects must also be included in the travel demand model runs. New 2030 No-Build and 2030 Build conditions have been modeled to reflect the new demographics and the new set of recommended projects. The results of the model runs were used to perform a new environmental justice analysis and a new air quality conformity determination. In addition, a review of the effects

on the environment of the newly recommended projects has been done. FHWA and FTA have provided new guidance on the finances of the long-range plan; therefore, Chapter 12 – The Financial Plan has also been revised. The following section lists the changes that are included in this Amendment.

Environment – Chapter 10

Chapter 10 includes a set of figures that plots the recommended highway and transit projects on maps of the region that show environmental areas of concern. These figures have been revised using the new set of recommended projects.

Land Use and Economic Development – Chapter 11

As discussed above, Chapter 11 has been revised to provide more detailed information on the most recently approved demographic projections, including information on their development.

The Financial Plan – Chapter 12

The Federal Highway Administration and Federal Transit Administration have issued fiscal constraint guidance in the development of the Boston Region MPO Plan Amendment. Changes to Chapter 12 – the Financial Plan include:

- A new trend analysis has been undertaken for federal fiscal year 2010 to federal fiscal year 2030 to determine revenues expected to be available for highway and transit funding in the Boston Region MPO area.
- The Boston Region MPO has accounted for the financing strategy to provide funding for the structurally deficient bridges in the Boston region.
- Transit projects using New Starts/Capital Investment Program funding have been reviewed.
- Transit and Highway Financial Plan tables have been banded into the 2010, 2011–2015, 2016–2020, 2021–2025, and 2026–2030 time frames.

- Project costs have been updated for an inflation rate of 4 percent per year as was done in the original Plan, to reflect the year of expenditure dollars.

The Recommended Plan – Chapter 13

The recommended projects have been revised to include the transportation control measures that were submitted by EOT and approved by DEP and EPA. In addition, based on changes to project costs and revisions to the revenues expected to be available, the MPO has revised the recommended list of highway and transit projects from what was included in the original Plan. This chapter has been revised to include descriptions of all of the new projects that are recommended in the Plan Amendment. It also includes the revised travel model results based on this set of projects.

Environmental Justice Assessment – Chapter 14

This chapter has been revised to reflect the outcome of using the new demographic assumptions and implementation of the new set of recommended projects.

Air Quality Conformity Determination – Chapter 15

This chapter has been revised to reflect the new demographic assumptions and the new set of recommended projects.

Illustrative Projects – Chapter 16

This is a new chapter that includes the list of projects with their descriptions that the MPO would include in the financially constrained plan if funds were to become available in the future.

Public Comments

This Plan Amendment followed the public participation procedure that was described earlier in this chapter beginning on page 3-2 and specified in its Public Participation Program, adopted June 28, 2007. The MPO reached out to members of the public and the full range of interested parties

cited in the Program inviting them to consult and share their views with the MPO.

The MPO discussed the draft Amendment with the MPO's Regional Transportation Advisory Council and supported Advisory Council committee reviews. In addition, discussions were held with the MBTA Rider's Oversight Committee. The MPO held three public workshops to discuss the draft Amendment, and MPO staff briefed several of the MAPC subregions including Inner Core, Minuteman Advisory Group on Interlocal Coordination (MAGIC), MetroWest Growth Management Committee, Three Rivers Interlocal Council (TRIC), and South Shore Coalition.

Information on the outreach and the draft Amendment was provided on the MPO's website, sent out on the MPO's e-mail distribution lists (including local officials, state and regional agencies, and groups representing interests specified in SAFETEA-LU guidance) and was included in the MPO's monthly newsletter TRANSREPORT. A legal notice was also placed in the Boston Globe on August 20, 2009 inviting the public to comment on the draft Amendment. This comment period closed on September 22, 2009. As a result the MPO received numerous comments from officials and other members of the public. MPO members reviewed and considered all comments during the final adoption phase of this Amendment. A summary of written comments, along with the MPO actions taken, is included at the end of Appendix A.

Revised Plan Amendment

After approval of the JOURNEY TO 2030 Plan Amendment in September 2009, the MPO amended the Plan Amendment to accommodate the projects to be constructed using American Recovery and Reinvestment Act (ARRA) funding. The MPO's Transportation Improvement Program lists all of the projects to be constructed with this funding. Any project using ARRA funding that costs over \$10 million must also be included in the long-range plan. Those projects include:

- Route 9 Resurfacing and Related Work in Framingham and Natick – \$12,500,000
- Resurfacing at Various Locations in Boston – \$13,815,510

In addition, changes were made to one project timeframe and to the funding categories and/or project costs for projects already included in the JOURNEY TO 2030 Amendment. These include:

- Quincy Center Concourse (Quincy)
- Assembly Square Roadway project (Somerville)
- South Weymouth Naval Air Station Improvements (Weymouth, Hingham, and Rockland)

No new projects were added to the Plan that would affect the air quality conformity determination. This information was released for a fourteen-day public comment period on November 2, 2009. No public comments were received on the revised amendment.

APPENDIX VI

Transportation Improvement Program Development Process

Transportation Improvement Program Development Process

The Transportation Improvement Program and Air Quality Conformity Determination (TIP) is an intermodal program of transportation improvements produced annually by the MPO. The TIP serves as the implementation arm of the MPO's long-range Transportation Plan by incrementally programming funding for improvements over a four-year period. It programs federal-aid funds for transit projects, and state and federal-aid funds for roadway projects. The TIP is financially constrained: the MPO can only include projects for which funds are expected to be available.

The general process for developing the draft federal fiscal years (FFYs) 2012-2015 TIP is provided below.

Information Gathering and Project Evaluations

The MPO starts developing the TIP in January of each year by contacting each municipality's elected officials and TIP contacts, requesting a list of projects to be pursued for funding (the Universe of Projects). A Project Information Form (PIF) is required for each project. The PIFs include information on pavement condition, crashes, land use, environmental justice (related to a project's proximity to low-income and minority populations), Congestion Management Program data, and project development status.

The MPO's evaluation system accounts for all of the information gathered and distills it into ratings in the following categories; readiness; maintenance, modernization, and efficiency; livability and economic benefit; mobility; environment and climate change; environmental justice; and safety and security. The cost-effectiveness of projects is not rated, but is noted.

The projects are first rated in subcategories, with scores ranging from zero to six except for Environmental Justice, where a project will receive a minus ten in one of the subcategories if it will create a burden on an environmental justice area. Then the projects' scores for each subcategory are averaged, yielding an average score for each category. Projects that are evaluated and given the highest scores and that can also be made ready for project advertisement in a given federal fiscal year will be developed into a staff recommendation for the upcoming FFYs 2012-15 TIP and presented to the MPO. Staff will also provide a list of first-tier projects (those projects that earn a high score based on the evaluation criteria, but that might not meet fiscal-constraint standards or immediate-readiness factors) for either future consideration and/or to be programmed in the event that a project that is listed cannot be ready for advertisement during the FFYs 2012-15 TIP time frame.

The Transportation Planning and Programming Committee (TPPC) will discuss the staff recommendations and the preparation of the draft FFYs 2012-2015 TIP. The TPPC will also vote on the draft TIP for public review.

Draft Transportation Improvement Program Public Review

A 30-day public comment period for the draft TIP is tentatively scheduled for July 2011. Summaries of comments received on the draft TIP will be provided in an appendix of the final TIP. The MPO will schedule public meetings during the public review period. Notification of the public review period and conduct of the public meetings will follow the procedures described in Chapter 2.

In addition to the capital projects programmed in the TIP, the MPO funds the Clean Air and Mobility Program, which provides support for initiatives that have the potential to address the transportation needs of low-income workers, reverse-commuters, and the elderly. The program provides funding for programs and projects that improve the mobility of residents in areas currently not served or currently underserved by transit. Potential services eligible for funding under this program include fixed-route shuttles serving markets not typically addressed, employer-based van/carpool services, flexible-route shuttle services, and similar programs and projects that reduce the demand for transportation.

Transportation Improvement Program Approval

The MPO will convene to consider comments gathered during the public comment period and vote on the draft FFYs 2012–2015 TIP in August 2011.

APPENDIX VII

Environmental Justice Assessment For Journey to 2030



ENVIRONMENTAL JUSTICE ASSESSMENT

As part of its regional equity program (discussed in Chapter 9), the MPO performed a detailed, system-level analysis of transportation equity in the region, examining the distribution of the transportation system's benefits and burdens among environmental justice and non-environmental justice areas and among environmental justice and non-environmental justice population zones. (These types of areas and zones are defined in the section below.) The analysis also examined the impacts, in terms of various performance measures, of this Plan's recommended set of projects through 2030 (see Chapter 13 for the list of projects) on those types of areas and zones. Measures focus on mobility, accessibility, and environmental impact concerns.

As interpreted from federal guidance, the MPO should recommend a regional set of transportation projects in its Plan that does not burden environmental justice areas when compared to a network that includes no projects other than those already underway. MPO members used the results of a preliminary environmental justice analysis to inform their decisions when selecting the projects that are included in this Plan. The results of the final analysis, summarized in this chapter, showed that the MPO's recommended set of transportation projects, or the "Build" network, in the year 2030 does not burden environmental justice areas and environmental justice population zones more than the 2030 No-Build network.

ENVIRONMENTAL JUSTICE AREAS AND ENVIRONMENTAL JUSTICE POPULATION ZONES

Environmental Justice Areas

As discussed in Chapter 9, environmental justice areas are based on the demographics of the people living in a transportation analysis zone (TAZ). TAZs are

an aggregation of census geography based on population and numbers of trips. According to the definition used for the MPO's regional equity program, "A TAZ will be considered an Environmental Justice Area if it is over 50 percent minority or has a median household income at or below 60 percent of the region's median" (60 percent of the region's median household income of \$55,800 is \$33,480). The TAZ's total minority population must be at least 200.

There are environmental justice areas in each of the following (see Figures 9-1 and 9-2):

The municipalities of:

- Cambridge
- Chelsea
- Everett
- Framingham
- Lynn
- Malden
- Medford
- Milford
- Peabody
- Quincy
- Randolph
- Revere
- Salem
- Somerville
- Waltham

The Boston neighborhoods of:

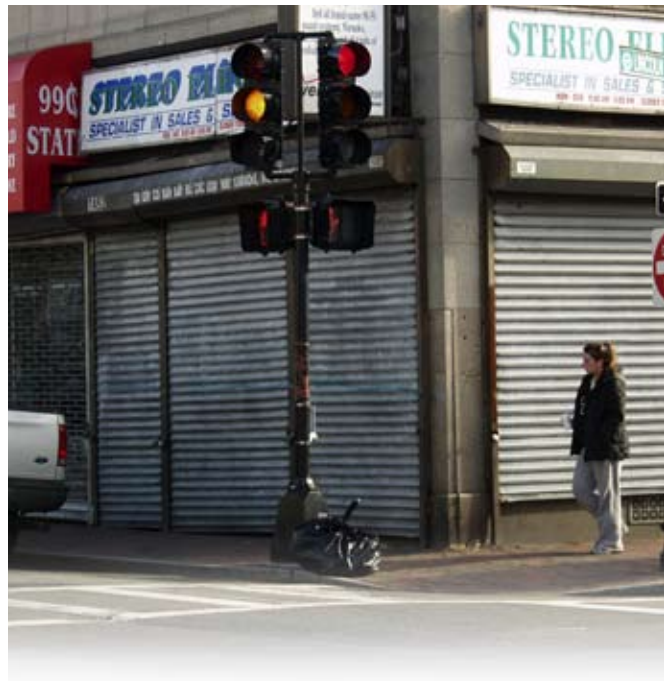
- Allston-Brighton
- Charlestown
- Chinatown
- Dorchester
- East Boston

- Fenway
- Hyde Park
- Jamaica Plain
- Mattapan
- Roslindale
- Roxbury
- South Boston
- South End

In addition to being the focus of the regional equity program, environmental justice areas are used in the accessibility portion of the MPO's environmental justice analysis, as described in this chapter.

Environmental Justice Population Zones

In the mobility, congestion, and environmental portions of the analysis, environmental justice population zones are used. To locate environmental justice populations, the MPO selected broader criteria for lower-income and minority TAZs than those used for locating environmental justice areas. Though not required, this greater



inclusion of TAZs is in line with—and slightly more inclusive than—the Massachusetts Executive Office of Environmental Affairs (EOEA) definition of environmental justice populations. The MPO's thresholds for these environmental justice populations are as follows:

- Low income – The MPO median household income in 2000 was approximately \$55,800. A low-income TAZ was defined as having a median household income at or below 80 percent of this level (\$44,640).
- Minority – 21.4 percent of the MPO population in 2000 was composed of minorities (nonwhite and Hispanic). A minority TAZ was defined as having a percentage of minority population greater than 21.4 percent.

The environmental justice population zones in the Boston Region MPO area and in the urban core are shown in Figures 14-1 and 14-2, respectively.

The 2030 demographic forecasts assumed the same distributions of the environmental justice areas and environmental justice population zones as were observed in the 2000 census and that the environmental justice population's growth rate will be the same as the rate that the Metropolitan Area Planning Council has forecast for the overall population of the given area. The 2030 Build and 2030 No-Build networks used the same demographic forecasts.

PERFORMANCE MEASURES

The MPO used performance measures as indicators of benefits and burdens for environmental justice and non-environmental justice areas and for environmental justice population and non-environmental justice population zones populations. These measures fall into three categories:

- Accessibility to needed services and jobs
- Mobility and congestion
- Environment

The first measure was applied to environmental justice and non-environmental justice areas,

the second and third to environmental-justice-population zones and non-environmental justice population zones.

Accessibility Analysis

MPO staff analyzed access to needed services and jobs in terms of average transit and highway travel times from environmental justice areas to industrial, retail, and service employment opportunities; health care; and institutions of higher education. The analysis of transit travel times included destinations within a 40-minute transit trip, and the analysis of highway travel times included destinations within a 20-minute auto trip. The accessibility analysis also included an examination of the number of destinations within a 40-minute transit trip and a 20-minute auto trip.

Staff examined differences between the 2000 Base Year network, 2030 No-Build network, and 2030 Build network for environmental justice and non-environmental justice areas. The accessibility performance measures were:

- The average travel time to industrial, retail, and service jobs within a 40-minute transit trip and a 20-minute auto trip
- The average number of industrial, retail, and service jobs within a 40-minute transit trip and a 20-minute auto trip
- The average travel time to hospitals, weighted by the number of beds, within a 40-minute transit trip and a 20-minute auto trip
- The average number of hospitals, weighted by the number of beds, within a 40-minute transit trip and a 20-minute auto trip
- The average travel time to facilities of two- and four-year institutions of higher education, weighted by enrollment, within a 40-minute transit trip and a 20-minute auto trip
- The average number of facilities of two- and four-year institutions of higher education, weighted by enrollment, within a 40-minute transit trip and a 20-minute auto trip

FIGURE 14-1
ENVIRONMENTAL JUSTICE POPULATION ZONES

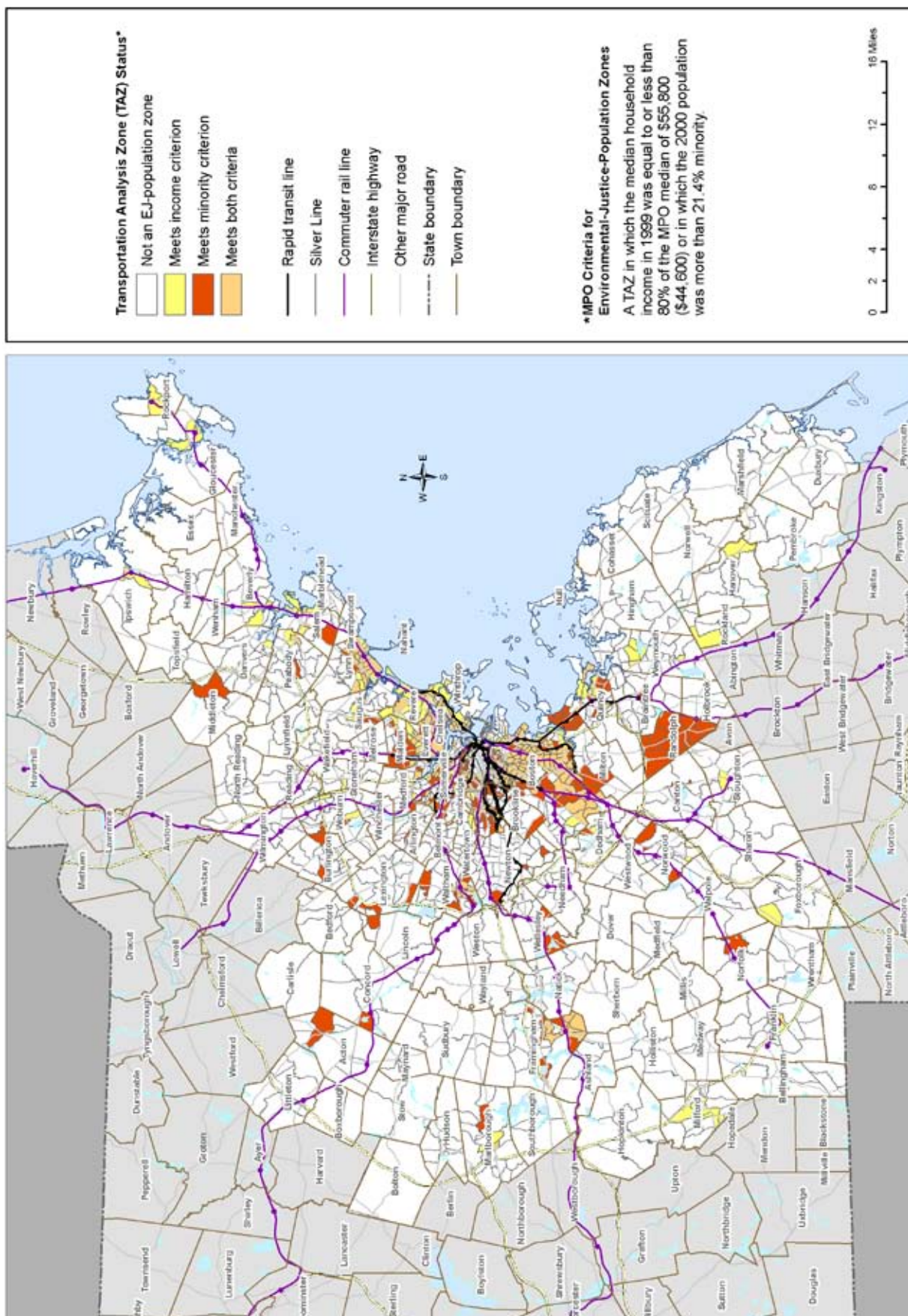
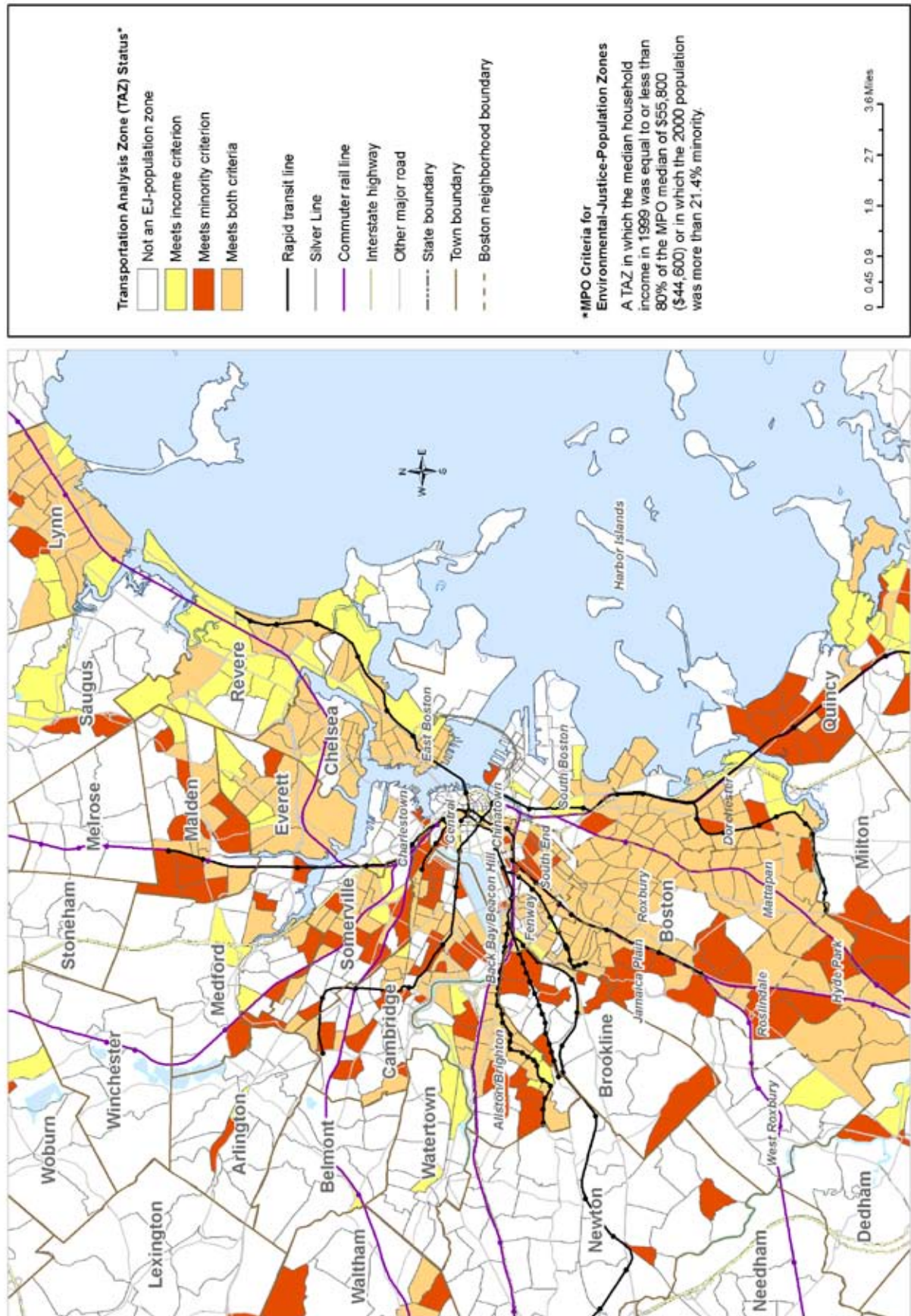


FIGURE 14-2
ENVIRONMENTAL JUSTICE POPULATION ZONES IN THE URBAN CORE



Mobility, Congestion, and Environmental Analysis

MPO staff analyzed mobility, congestion, and the environmental impacts by comparing performance measures for environmental justice population zones to those for non-environmental justice zones. Staff examined differences between the average levels of these performance measures within the two types of zone for the 2000 Base Year network, 2030 No-Build network, and 2030 Build network.

The mobility, congestion, and environmental performance measures were:

- Congested VMT – congested vehicle-miles traveled: the volume of vehicle-miles traveled within the TAZ on highway links with a volume-to-capacity ratio of 0.75 or higher
- VMT per square mile – the number of vehicle-miles traveled per square mile of dry land within a TAZ
- CO per square mile – the number of kilograms of carbon monoxide emitted per square mile of dry land within a TAZ

- Transit production time – the average door-to-door travel time for all transit trips produced in the TAZ
- Highway production time – the average door-to-door travel time for all highway trips produced in the TAZ
- Transit attraction time – the average door-to-door travel time for all transit trips attracted to the TAZ
- Highway attraction time – the average door-to-door travel time for all highway trips attracted to the TAZ

SUMMARY OF RECOMMENDED-PLAN RESULTS

The environmental justice analysis determined that while the 2030 recommended plan Build network improves accessibility, mobility, congestion, and environmental conditions relative to the 2030 No-Build network for both environmental justice and non-environmental justice areas and for both environmental justice population zones and non-environmental justice population zones,

TABLE 14-1

ACCESSIBILITY ANALYSIS RESULTS FOR TRANSIT TRIPS IN THE 2030 NO-BUILD AND 2030 BUILD NETWORKS

	2030 NO-BUILD		2030 BUILD		NO-BUILD VS. BUILD	
	EJ	NON-EJ	EJ	NON-EJ	EJ	NON-EJ
TRAVEL TIME TO INDUSTRIAL JOBS*	31.6	31.0	31.7	31.0	0.3%	0.0%
TRAVEL TIME TO RETAIL JOBS*	31.9	32.0	31.9	32.0	0.0%	0.0%
TRAVEL TIME TO SERVICE JOBS*	31.6	31.6	31.6	31.6	0.0%	0.0%
TRAVEL TIME TO COLLEGES*	31.9	33.4	31.8	33.4	-0.3%	0.0%
TRAVEL TIME TO HOSPITALS*	32.6	33.7	32.6	33.7	0.0%	0.0%
NUMBER OF INDUSTRIAL JOBS	46,731	26,547	47,815	27,170	2.3%	2.3%
NUMBER OF RETAIL JOBS	41,076	22,772	41,925	23,435	2.1%	2.9%
NUMBER OF SERVICE JOBS	311,061	144,968	315,313	149,108	1.4%	2.9%
NUMBER OF COLLEGES (ENROLLMENT)	44,986	29,556	46,023	30,218	2.3%	2.2%
NUMBER OF HOSPITAL BEDS	3,056	1,993	3,130	2,077	2.4%	4.2%

* Travel time is measured in minutes

TABLE 14-2

ACCESSIBILITY ANALYSIS RESULTS FOR HIGHWAY TRIPS IN THE 2030 NO-BUILD AND 2030 BUILD NETWORKS

	2030 NO-BUILD		2030 BUILD		NO-BUILD VS. BUILD	
	EJ	NON-EJ	EJ	NON-EJ	EJ	NON-EJ
TRAVEL TIME TO INDUSTRIAL JOBS*	13.6	13.6	13.6	13.6	0.0%	0.0%
TRAVEL TIME TO RETAIL JOBS*	13.4	13.3	13.4	13.3	0.0%	0.0%
TRAVEL TIME TO SERVICE JOBS*	13.2	13.4	13.2	13.4	0.0%	0.0%
TRAVEL TIME TO COLLEGES*	13.4	13.5	13.5	13.6	0.7%	0.7%
TRAVEL TIME TO HOSPITALS*	12.8	13.2	12.8	13.2	0.0%	0.0%
NUMBER OF INDUSTRIAL JOBS	102,212	81,472	102,815	82,486	0.6%	1.2%
NUMBER OF RETAIL JOBS	85,945	62,543	86,361	63,102	0.5%	2.9%
NUMBER OF SERVICE JOBS	508,553	300,305	509,725	302,303	0.2%	0.7%
NUMBER OF COLLEGES (ENROLLMENT)	73,367	39,252	73,718	39,425	0.5%	0.4%
NUMBER OF HOSPITAL BEDS	6,738	3,896	6,746	3,926	0.1%	0.8%

* Travel time is measured in minutes

it benefits environmental justice areas and environmental justice population zones slightly more. Results are aggregated for each type of area and zone and are averaged by the number of environmental justice and non-environmental justice TAZs, respectively.

Accessibility Analysis Results

Results from the accessibility analysis show the following for trips from environmental justice areas to nearby jobs, colleges, and hospitals (Table 14-1 for transit trips and Table 14-2 for highway trips):

- Travel times to area destinations are less or the same for environmental justice areas in the 2030 Build network when compared to those in the 2030 No-Build network.
- People in environmental justice areas will be able to access more area destinations within a 20-minute drive or 40-minute transit ride in the 2030 Build network than in the 2030 No-Build network.

- The increase in the number of area destinations accessed in the 2030 Build network are more pronounced for transit trips than for highway trips.

Mobility, Congestion, and Environmental Analysis Results

Results from the mobility, congestion, and environmental analysis show the following for trips within environmental justice-population zones (Table 14-3):

- Congested VMT is less for environmental justice population zones in the 2030 Build network than in the 2030 No-Build network.
- VMT per square mile is less for environmental justice population zones in the 2030 Build network compared to the 2030 No-Build network.
- The 2030 Build network yields less CO emissions per square mile for environmental justice population zones when compared to the 2030 No-Build network.

TABLE 14-3

**MOBILITY, CONGESTION, AND ENVIRONMENTAL ANALYSIS RESULTS IN THE
2030 NO-BUILD AND 2030 BUILD NETWORKS**

	2030 NO-BUILD		2030 BUILD		NO-BUILD VS. BUILD	
	EJ	NON-EJ	EJ	NON-EJ	EJ	NON-EJ
CONGESTED VMT	3,227	8,056	2,839	6,984	-12.0%	-13.3%
VMT PER SQUARE MILE	175,564	141,725	173,646	141,365	-1.1%	-0.3%
CO PER SQUARE MILE	1,554	1,253	1,534	1,249	-1.3%	-0.3%
TRANSIT ATTRACTION TRAVEL TIME*	38.7	38.7	38.7	38.7	0.0%	0.0%
TRANSIT PRODUCTION TRAVEL TIME*	41.2	50.3	41.1	50.2	-0.2%	-0.2%
HIGHWAY ATTRACTION TRAVEL TIME*	14.3	14.2	14.2	14.1	-0.7%	-0.7%
HIGHWAY PRODUCTION TRAVEL TIME*	12.3	12.9	12.2	12.8	-0.8%	-0.8%

* Travel time is measured in minutes

Selected Projects That Will Benefit Environmental Justice Areas and Environmental Justice Population Zones

The following transit projects in the amendment will improve air quality and provide more transportation options for environmental justice populations:

- Somerville: Construct Orange Line Station at Assembly Square – Provides better access to rapid transit stations, employment, and retail opportunities.
- Somerville: Extend Green Line from Lechmere to Mystic Valley Parkway and Union Square Spur – Provides better access to rapid transit stations, employment, and retail opportunities.
- Boston: Fairmont Line – Provides faster access to high demand locations.

These highway projects will benefit people living in nearby and adjacent environmental justice areas in the following ways:

- Boston: East Boston Haul Road/Chelsea Truck Route – Reduces traffic on local and neighborhood streets through the dedicated freight-haul road and provides a pedestrian connection to the proposed East Boston Greenway.
- Framingham: Route 126/Route 135 Grade Separation – Improves air quality in the area by allowing traffic to flow more freely. Improves connectivity for people accessing downtown destinations.

More Detailed Results from the Accessibility Analysis and the Mobility, Congestion, and Environmental Analysis

MPO staff compared model results for the 2030 No-Build network and 2030 Build network to current, or 2000 Base Year, conditions to see how conditions are estimated to change for environmental justice areas and populations by the year 2030. The results of these comparisons are summarized below.

Other Accessibility Analysis Results

Figure 14-3 shows that while average transit travel times to area jobs, colleges, and hospitals are at least 30 minutes, they are notably less for environmental justice areas than for non-environmental justice areas.

Figure 14-4 shows that while average highway travel times to colleges and hospitals are at least 10 minutes, they are slightly less for environmental justice areas than for non-environmental justice areas. The differences in average highway travel time to jobs are statistically insignificant. Figures 14-3 and 14-4 show that differences in average travel times between environmental justice areas and non-environmental-justice areas are more pronounced for transit trips than for highway trips.

Figures 14-5 to 14-7 show that the average environmental justice area has transit and highway

access to notably more jobs than the average non-environmental justice area. These figures also show that people are estimated to have access to more jobs with the 2030 Build network than with the 2000 Base Year network.

Figure 14-8 shows that the average environmental justice area has transit and highway access to notably more two- and four-year colleges than the average non-environmental justice area. The figure also shows that people are estimated to have access to more two- and four-year colleges with the 2030 Build network than with the 2000 Base Year network.

Figure 14-9 shows that the average environmental justice area has transit and highway access to notably more hospital beds than the average non-environmental justice area. It also shows that people will have access to more hospitals with the 2030 Build network than with the 2000 Base Year network.

FIGURE 14-3
AVERAGE TRANSIT TRAVEL TIMES TO AREA DESTINATIONS FOR ENVIRONMENTAL JUSTICE AND
NON-ENVIRONMENTAL JUSTICE AREAS IN THE 2000 BASE YEAR,
2030 NO-BUILD, AND 2030 BUILD NETWORKS

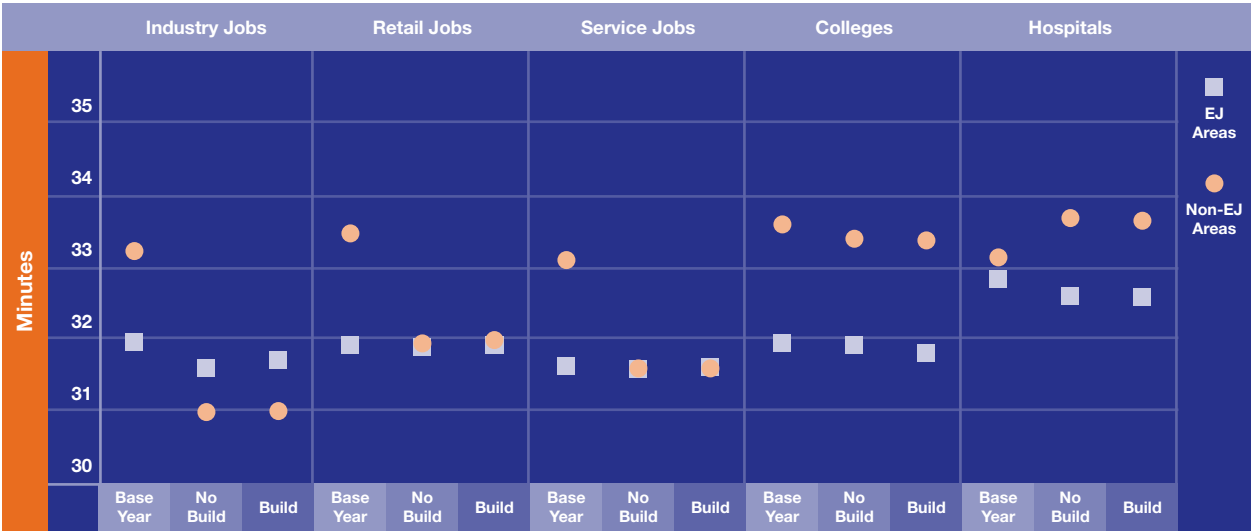


FIGURE 14-4
AVERAGE HIGHWAY TRAVEL TIMES TO AREA DESTINATIONS FOR ENVIRONMENTAL JUSTICE AND
NON-ENVIRONMENTAL JUSTICE AREAS IN THE 2000 BASE YEAR,
2030 NO-BUILD, AND 2030 BUILD NETWORKS

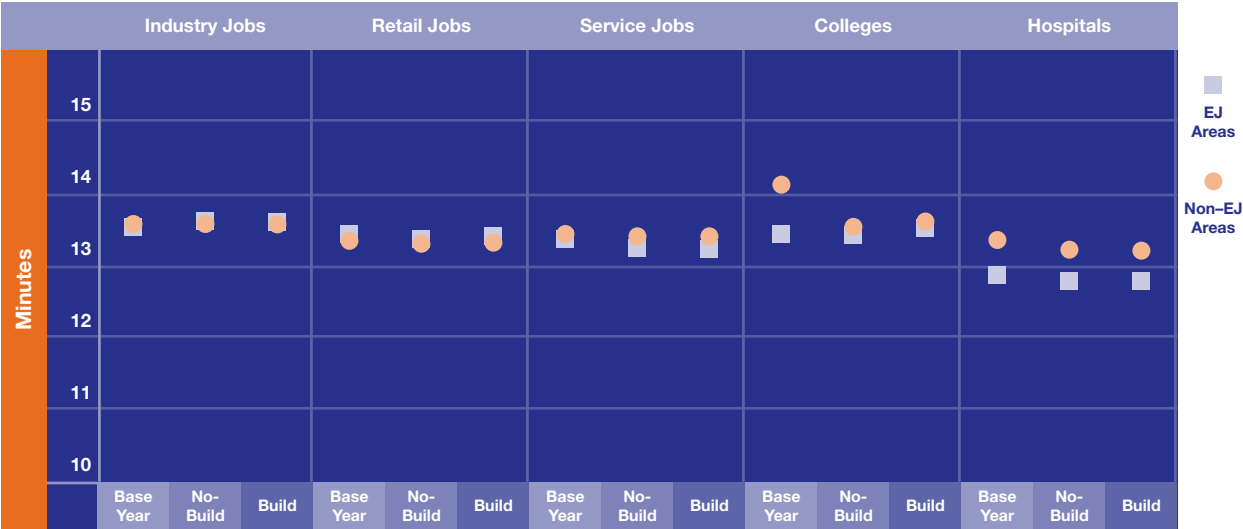


FIGURE 14-5
AVERAGE NUMBER OF BASIC INDUSTRY JOBS TO
WHICH THERE IS ACCESS FOR ENVIRONMENTAL
JUSTICE AND NON-ENVIRONMENTAL JUSTICE AREAS
IN THE 2000 BASE YEAR, 2030 NO-BUILD, AND
2030 BUILD NETWORKS



FIGURE 14-6
AVERAGE NUMBER OF RETAIL INDUSTRY JOBS TO
WHICH THERE IS ACCESS FOR ENVIRONMENTAL
JUSTICE AND NON-ENVIRONMENTAL JUSTICE AREAS
IN THE 2000 BASE YEAR, 2030 NO-BUILD, AND
2030 BUILD NETWORKS

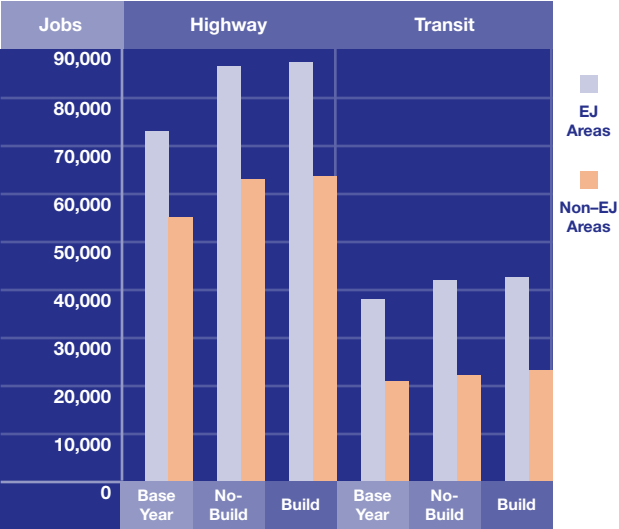


FIGURE 14-7

AVERAGE NUMBER OF SERVICE INDUSTRY JOBS TO WHICH THERE IS ACCESS FOR ENVIRONMENTAL JUSTICE AND NON-ENVIRONMENTAL JUSTICE AREAS IN THE 2000 BASE YEAR, 2030 NO-BUILD, AND 2030 BUILD NETWORKS

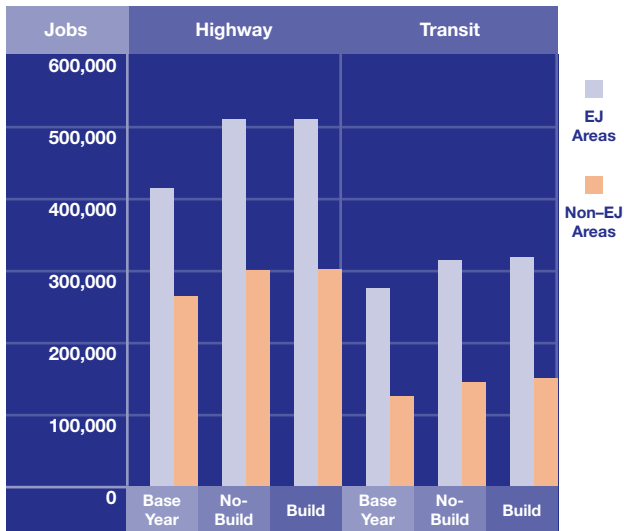


FIGURE 14-8

AVERAGE NUMBER OF COLLEGES (IN TERMS OF ENROLLMENT) TO WHICH THERE IS ACCESS FOR ENVIRONMENTAL JUSTICE AND NON-ENVIRONMENTAL JUSTICE AREAS IN THE 2000 BASE YEAR, 2030 NO-BUILD, AND 2030 BUILD NETWORKS

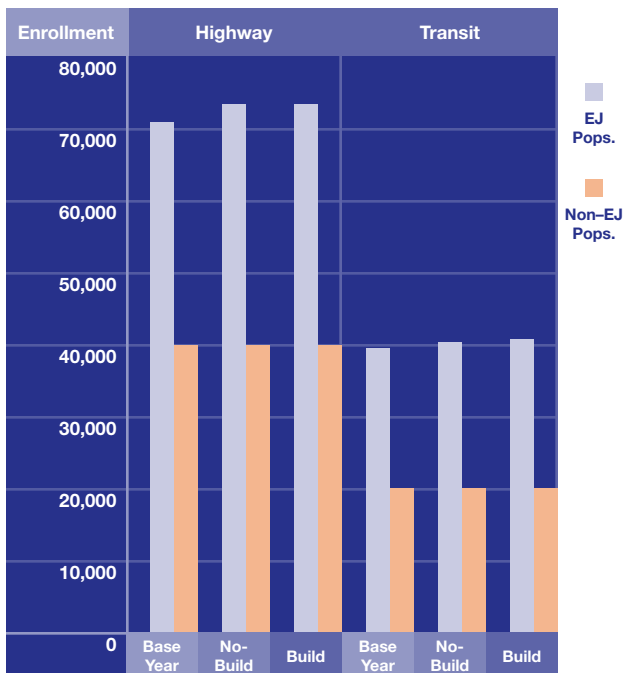
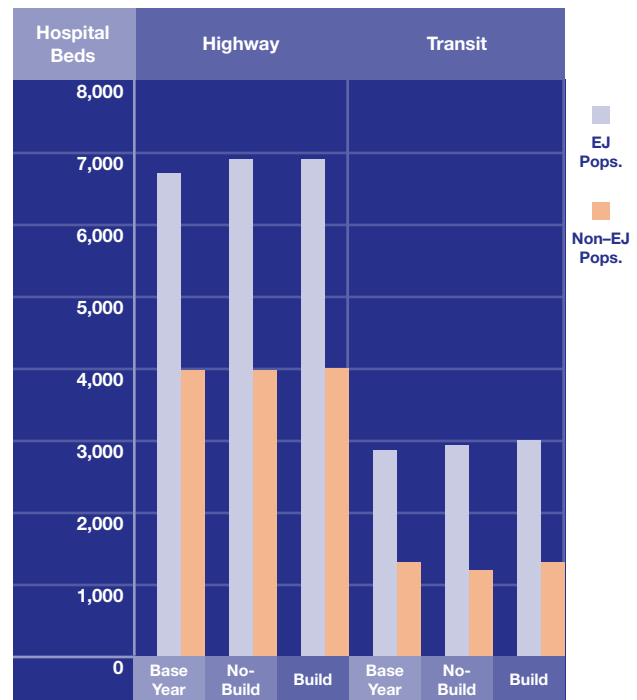


FIGURE 14-9

AVERAGE NUMBER OF HOSPITALS (IN TERMS OF BEDS) TO WHICH THERE IS ACCESS FOR ENVIRONMENTAL JUSTICE AND NON-ENVIRONMENTAL JUSTICE AREAS IN THE 2000 BASE YEAR, 2030 NO-BUILD, AND 2030 BUILD NETWORKS



Other Mobility, Congestion, and Environmental Analysis Results

Figure 14-10 shows that average transit travel times for attractions and productions are shorter for environmental justice population zones than for non-environmental justice population zones, with generally slight differences between the 2030 networks and the 2000 Base Year network.

Figure 14-11 shows that average highway attraction travel times are longer for environmental justice population zones; however, they are only approximately 30 seconds longer. Average highway production travel times are shorter for environmental justice population zones.

Figures 14-10 and 14-11 show that average travel times are usually longer for the 2000 Base Year network and are usually shorter for the 2030 Build network. Differences in average travel time between environmental justice population zones and

non-environmental justice population zones are more pronounced for transit than for highway trips.

FIGURE 14-10
AVERAGE TRANSIT TRAVEL TIMES FOR ENVIRONMENTAL JUSTICE POPULATION ZONES AND NON-ENVIRONMENTAL JUSTICE POPULATION ZONES IN THE 2000 BASE YEAR, 2030 NO-BUILD, AND 2030 BUILD NETWORKS

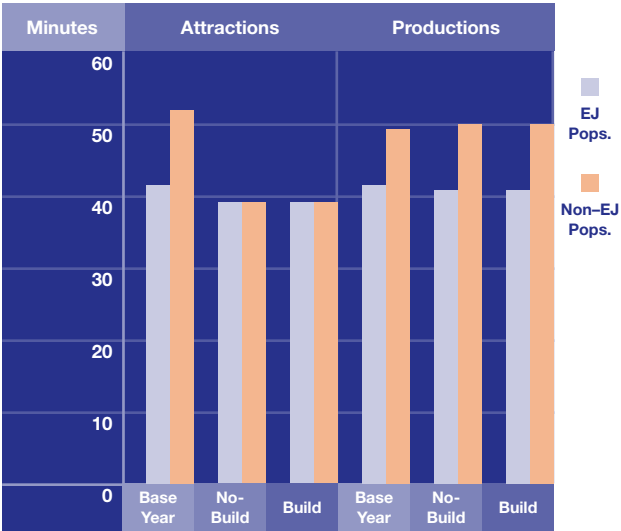
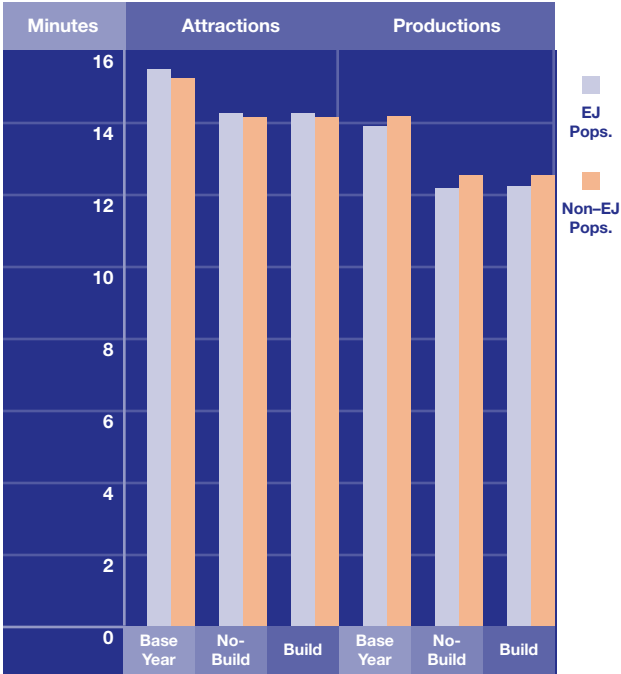


Figure 14-12 shows that average congested VMT is less for environmental justice population zones than for non-environmental justice population zones. It also shows that both of the 2030 networks are estimated to improve conditions over the 2000 Base Year network.

Figure 14-13 shows that average VMT per square mile is greater for environmental justice population zones than for non-environmental justice population zones. However, the difference is less with the 2030 Build network than the 2000 Base Year network, meaning that the disparity decreases with the recommended plan.

Figure 14-14 shows that average CO emissions are greater for environmental justice population zones than for non-environmental justice population zones. However, both of the 2030 networks improve conditions over the 2000 Base Year network, and the difference in average CO emissions between environmental justice population

FIGURE 14-11
AVERAGE HIGHWAY TRAVEL TIMES FOR ENVIRONMENTAL JUSTICE POPULATION ZONES AND NON-ENVIRONMENTAL JUSTICE POPULATION ZONES IN THE 2000 BASE YEAR, 2030 NO-BUILD, AND 2030 BUILD NETWORKS



zones and non-environmental justice population zones is less for the 2030 Build network than for the 2000 Base Year network, meaning that the disparity decreases with the recommended-plan.

CONCLUSION

The environmental justice analysis indicates that while the 2030 recommended plan Build network improves accessibility, mobility, congestion, and environmental conditions relative to the 2030 No-Build network for both environmental justice and non-environmental justice areas and both environmental justice-population zones and non-environmental justice-population zones, it benefits environmental justice areas and environmental-justice population zones slightly more. The accessibility portion of the analysis found that the decrease in travel times and the increase in the number of area destinations accessed with the 2030 Build network is more pronounced for transit trips than for highway trips.

FIGURE 14-12
AVERAGE CONGESTED VMT FOR ENVIRONMENTAL JUSTICE POPULATION ZONES AND NON-ENVIRONMENTAL JUSTICE POPULATION ZONES IN THE 2000 BASE YEAR, 2030 NO-BUILD, AND 2030 BUILD NETWORKS

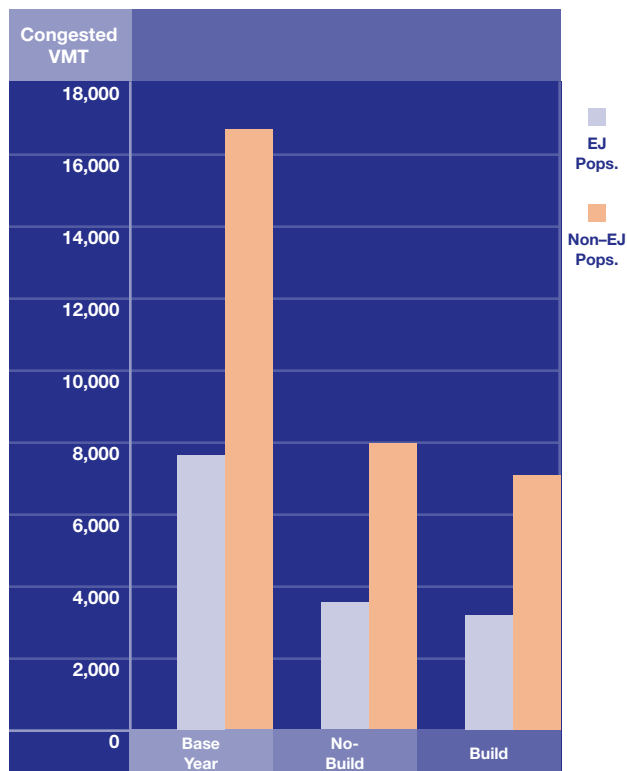


FIGURE 14-13
AVERAGE VMT PER SQUARE MILE FOR ENVIRONMENTAL JUSTICE POPULATION ZONES AND NON-ENVIRONMENTAL JUSTICE POPULATION ZONES IN THE 2000 BASE YEAR, 2030 NO-BUILD, AND 2030 BUILD NETWORKS

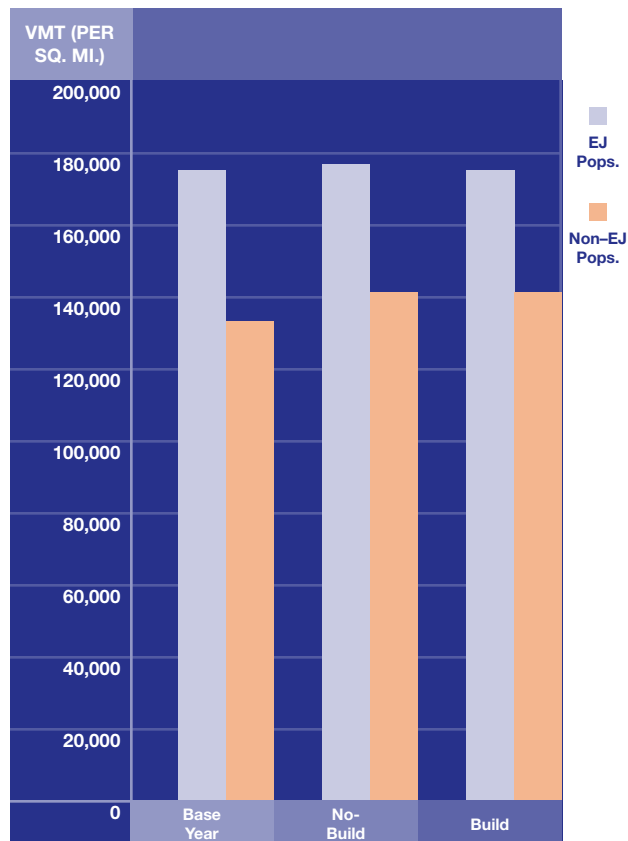


FIGURE 14-14
AVERAGE CO EMISSIONS PER SQUARE MILE FOR ENVIRONMENTAL JUSTICE POPULATION ZONES AND NON-ENVIRONMENTAL JUSTICE POPULATION ZONES IN THE 2000 BASE YEAR, 2030 NO-BUILD, AND 2030 BUILD NETWORKS



APPENDIX VIII

Summary of Online Transportation Equity Survey Comments

Transportation Equity Survey - Narrative Responses (as of January 18, 2011)						
Municipality or Neighborhood	Are there any unmet transportation needs in your community? Please list any below.	Is there any part of your neighborhood negatively affected by the existing transportation system? If so, where are the problems?	How could transportation service be improved in your community?	Does your community need improved transportation system connections to specific destinations and parts of the region? If yes, please describe.	Do you have any other comments or suggestions for improving transportation in your community?	MPO Staff's Proposed Action
Boston	Comprehensive service for the elderly. The City, not the State or MBTA, should take care of its elderly citizens. The Rte. 48 bus is a joke.	Arborway Yard is kind of ugly. Just build a simple roof and walls around the existing fueling stations and call it a day.	Look at the Rte. 41 bus. Could this be extended to Forest Hills? Run more frequently? How about promoting this great bus a little?		Time for the MBTA to conduct a study of southwest bus operations.	Submit comments to MBTA Service Planning and MBTA Planning & Development, and consider during UPWP development.
Boston	No automobile rental agencies. Bus service is thin to top of Fort Hill area.		Car rentals, bus on Highland Avenue and Fort Avenue.			No Action Proposed.
Boston	Boston needs better bike infrastructure. This can best be accomplished not by painting more bike lanes, but by creating streets that we can all share (motorists, bikers, and pedestrians)	Columbus Avenue is too car-centric. The city needs to make better pedestrian crossings (bulbs, bridges, wider sidewalks, whatever), so it isn't like crossing a highway.	Extend the Silver Line into Roxbury and Dorchester!	Build another light rail line from Dorchester through Roxbury and Jamaica Plain towards Brookline & and Allston going over the river to Cambridge and even Somerville.		Submit comments to the Boston Transportation Department and MBTA Planning & Development. Consider the Silver Line extension, circumferential transit, and healthy transportation comments during the development of the LRTP.
Boston	Service from my address to 1010 Mass Ave can take about an hour on the bus. The distance is only 2.2 miles. On nice days I can walk in about a half hour, but we don't always have nice days.	No.	Lines 41, 10, CT3 and 15 could run with more frequency after 5 PM.	Roxbury is not well connected to other Boston neighborhoods.		Submit comments to MBTA Service Planning.
Dorchester	Living in the Polish Triangle, we are fortunate to be serviced by 2 stations on the Red Line (Andrew Sq.) and (JFK/UMASS) for easy access into downtown. However, walking and cycling around our neighborhood is treacherous. Boston Street is a very busy street, we constantly have heavy industrial trucks in our area (can they be re-routed to Mass Ave?), school buses and MBTA buses plus regular neighborhood traffic. We need traffic calming and safe ways to cross the street (perhaps a few speed bumps or light protected crosswalks, more needed than just the one at Harvest). Can the speed limit be reduced on Boston Street? I hope Dorchester Street will be improved with the bike lanes, but it is also not designed for pedestrians/cyclists.	I would say that the number of buses that run in our area make it quite congested (esp. Columbia Rd and Dorchester Ave) and I hope the new Fairmount Line will alleviate some of this congestion while providing a much needed service for the people in those parts of Dorchester. Buses are so inefficient though, esp. since they do not have dedicated lanes. Light rail would be much better, Columbia Road used to have street cars, those need to come back.	-Add residential parking permits for Boston Street (that would remove all the commuters who park and ride from other areas). -Remove the on and off ramps for I-93 SB at Columbia Road and Morrissey Blvd I-93 NB (it is very dangerous crossing around the traffic circle). If not the removal, at least install traffic lights at the circle. -Reduce speed limits in neighborhoods to 15, 20 mph max -Columbia Rd at Edward Everett Sq. where meets Mass Ave needs to remove street parking for the lane that goes straight and also reduce the 2 turning lanes to 1. -There needs to be more light protected crosswalks on long streets like Columbia and Dorchester Ave. People jay walk all the time because crosswalks are not frequent enough, it is very dangerous. -Morrissey Blvd needs bike lanes and an easy connection to the Neponset River trail. -Need sidewalk improvements on Dorchester Ave-many not wide enough, I feel like a second class citizen walking.	The T is great for getting downtown and Cambridge but not for traveling to the surrounding neighborhoods. You have to go into the city to go back out again, we need a better regional connection. I like the urban ring idea but not buses that can get stuck in traffic, better to have dedicated bus lanes or light rail. If the streets felt safer, more people would walk and cycle to the beach, Franklin Park, Southie, downtown, etc.	Yes, charge user fees for roads and make transit free or more heavily discounted. And/or, charge more for using the T during the peak hours and the distance traveled. This would be more equitable for riders in the inner city versus the wealthier suburbs. Congestion charging would also change driving behavior. Remove parking minimums, replace with parking maximums.	Submit comments to the Boston Transportation Department and MBTA Planning & Development. Consider comments on circumferential transit, extending light rail into Dorchester, and healthy transportation during the development of the LRTP.
Dorchester	The transit (bus mainly, some red line) is terrible. Late, overcrowded and expensive. No safe spaces for bikes either.	Absolutely. The T fares are so expensive people have to make choices between passes and other basic needs. And the buses are so crowded that people are treated like animals, herded and packed in.	More buses, more spaces for bikes, faster buses. Less travel time.	To places across town and downtown. The only buses go to Dudley and Forest Hills, which is ok. What about to Grove Hall and Egleston? Also, more connections to downtown and a red/blue line connection station would be nice.		Submit comments to MBTA Service Planning and Planning & Development. Consider comments on healthy transportation and the Red-Blue Connector during development of the LRTP.
East Boston	Lack of bicycle transport across harbor during rush hours and lack of ferry service.	Airport noise.	Resume ferry service and provide for bicycle transport across harbor.	Urgently need Urban Ring to connect workers to employment centers in greater Boston and reduce congestion in the downtown hub.	Thanks you for asking for the survey.	Submit comments to the Boston Transportation Department and MBTA Planning & Development. Consider comments on circumferential transit and healthy transportation during the development of the LRTP.

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Jamaica Plain	No.	Traffic around the Forest Hills T stop is horrible. The Casey overpass should be taken down and the roads around the T - from Ukraine to Washington, the Arborway, and Hyde Park Ave to South Street - reconfigured to work more effectively as a feeder for the T station and as a node in the neighborhood.	More commercial offerings at the subway stops.			Submit comments to the Boston Transportation Department.
Jamaica Plain	Yes. There are no efficient crosstown bus routes connecting Jamaica Plain to Brookline, Landmark Center, Kenmore Square, and Cambridge.	Yes. Drives routinely speed through red lights at the crossing of Pond Street and the Jamaicaway near the Boathouse. Many pedestrians and bikers cross at this intersection. I have NEVER seen a car ticketed for this infraction, which occurs constantly.	Better crosstown bus routes. Better scheduling of buses to avoid gaps and bunching, which leads to crowding and delays. More bike lanes and bike paths. ANY law enforcement of auto traffic laws.	We need direct service to Brookline, Landmark Center, Kenmore Square, and Cambridge. Existing bus connections are too unpredictable or time consuming.		Submit comments to MBTA Service Planning. Consider comments on healthy transportation and circumferential transit during development of the LRTP.
Jamaica Plain	I work in Franklin Park and it is hard to access by T - either a long walk from the Orange Line stations in JP or buses that do not run often enough during leisure (park) hours. Looking at the Boston subway map, the only stretch from downtown without a train line is the swath that goes down Blue Hill Ave into Dorchester. The #16 bus that runs through the park is particularly infrequent.	The articulated double buses along South Huntington, Centre and South Sts in Jamaica Plain are so noisy! None of the buses run regularly outside of rush hour. Many times I have waited 45 minutes for a #39 bus and ended up walking home from Brigham Circle to Moraine St in JP. Likewise the #16 bus involves as long as a 45 minute wait at Forest Hills to get into Franklin Park.	It is frustrating that cars and commuters seem to take precedence over public transit in Boston. I would like to see Centre/South St in JP closed and a trolley line restored. The same would be great from Jackson Square to Mattapan Square - along Columbus and Blue Hill Ave	To Franklin Park From JP across to Dorchester		Submit comments to MBTA Service Planning and MBTA Planning & Development. Consider transit expansion comments during the development of the LRTP.
Jamaica Plain	There are dead ends & gaps in the bike path along the Emerald Necklace: e.g., the well-known Route 9 crossing, and the Jamaicaway path dead ends right after Jamaica Pond, but the Emerald Necklace continues to Franklin Park. It would be great to connect to Forest Hills T station. Also, there's a dead end sidewalk/path at Casey Overpass (Arborway Hillside).	These gaps prevent a safely useable network that could accommodate bicycle commuters and recreational users. The current highway design is confusing and dangerous - with sudden lane drops, redundant U-turns etc.	Completion of these gaps in the bike path to create a safely useable network. For example, there is consensus for a plan to improve the crosswalk at Francis Parkman Drive/Kelley Circle in JP. Funding is needed for this piece, and then continue along the Emerald Necklace until it is safe for all users.	"Beyond the Pond" - The Emerald Necklace parks & Forest Hills T Station - access could be improved by bike or on foot. Also, the area between Franklin Park & Casey Overpass & Forest Hills T Station: sidewalks in bad shape (no ramps), tough crossings, faded crosswalks. Small gaps that prevent the residents (many of whom are elderly and not affluent) from safe access to the park, the bus stop, and Forest Hills T. Small changes would make a big difference.	Thank you! Sarah Freeman 617-524-0602	Submit comments to the Boston Transportation Department. Consider comments on healthy transportation during development of the LRTP.
Jamaica Plain	Not enough cross town buses such as Watertown to JP. Need more late night public transportation	Not enough bike racks and designated bike sharing lanes; also gutters need to be cleaned for bikes to ride safely in them.	Buses are irregular and run at long intervals making them useless for commuting to work	Cross town buses and very late night transportation	There need to be incentives for people to ride their bikes to work and school and leave their cars behind. Also need to have free or very low cost access to bikes and bike repair, especially for low income residents. How about some big outlying parking lots, where people could safely leave their bikes, for commuters to use the car part way and bike into the city from low cost parking lots.	Submit comments to the Boston Transportation Department and MBTA Service Planning. Consider comments on healthy transportation and circumferential transit during development of LRTP.
Roxbury	Buses that go directly downtown without the change necessary at Ruggles Station Better service on the 41 bus line. I have waited in Jamaica Plain for the 41 bus in the cold and counted thirteen 39 buses before one lone 41 bus came along.		See #1 Also the 48 bus is extremely slow. It might get more service if it ran just a little more often. One more bus added to that service would change things a lot for the better.	Need connections to the Green Line. It seems to be a maze at present The Commuter and Amtrak stops at Ruggles are not in use. Need to be.		Submit comments to MBTA Service Planning.

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Roxbury			.	There should be a more direct way to go to the Longwood medical community from Fort Hill that does not require walking all the way to Tremont. Given it is so close to the neighborhood, it would be great to have fewer cars around and more options to get to the medical community and other parts of downtown more easily. For example, there are several shuttles from other popular areas. Maybe we should have a shuttle as well.		Submit comments to MBTA Service Planning.
Roxbury	Road Repair at this intersection (Centre & Cedar Streets) through 141 Centre St. There many tiny potholes in this section causing a major concern for off-street parking and general driving conditions. The road disrepair provides a rumble strip effect for buses and commuter traffic. Also provide working pedestrian crossing lamps at major intersections and minor intersections with heavy traffic. Primarily focusing on community and shopping centers, bus routes, and high traffic areas. Traffic cameras have also been a concern. I was a victim of a hit and run accident. My car was parked on a heavily traveled route near a traffic light. Having these devices in neighborhoods not only deters violators from running red lights, but can also act as Boston's 2nd pair of eyes. Making sidewalks handicap accessible, especially after road and sidewalk work is done. I know I primarily focus on my residential locale Centre St. I know that there are many areas that need this type of access.	I am unaware of any transportation problems that negatively affect the neighborhood.	Provide road repair plans and repairs for heavily traveled routes like Centre St, Walnut, and Humboldt. The points I made in the 1st question can also apply here.		Thank you for providing this survey so that I may voice my opinion and concerns.	Submit comments to the Boston Transportation Department. Consider comments on healthy transportation during LRTP development.
Roxbury	Dudley Square lacks a one-seat RAIL connection into the subway, as was originally promised when the plans were formulated to move the Orange Line from Washington Street to the Southwest Corridor. The "Silver Line" bus is so slow, jerky and unreliable that I avoid it whenever I'm traveling between Downtown and Dudley--if I walk from Roxbury Crossing, I'll invariably beat that bus by 10 minutes. It is, at best, second class public transportation for a community the authorities deem to be second class citizens.	While Cedar Street on Fort Hill has become a major cut-through route between Dorchester and the Hospitals, one that is especially congested during rush hours, the neighborhood lacks any crosstown public transportation linking it to these areas. The intersections along Columbus Avenue abutting the neighborhood are dangerous, and the excessive width of the street encourages speeding. The corner with Cedar has been the scene of repeated high-speed accidents and is particularly hazardous for pedestrians. Traffic calming needed!	Extend the Mission Link to Fort Hill, perhaps also combining it with the 48-JP Loop bus.	Brigham Circle and the Longwood Medical Area		Submit comments to the Boston Transportation Department and MBTA Service Planning. Consider comments on healthy transportation, and extending rapid transit rail service to Dudley Square during LRTP development.
Roxbury	No. This is an excellent transportation hub.	Unfortunately my neighborhood a few blocks away is a steep hill and it is had for people to negotiate even though buses are near by. The cross town bus system from here to 1010 Mass. Avenue is non-existent.	The major problem is the timing of the buses -- they are awful when you rely on them to be on time. I have waited from 10 minutes to over 45 minutes! Not a dependable source of transportation at all.	The top part of the hill, Highland Park/Fort Hill, needs greater access to both Jackson Square and Dudley Square if it is going to attract residents who do not depend on cars.	Make sure you get a copy of our report. We put a lot of time and thought into our transportation assessment and it should not sit on the shelf.	Submit comments to MBTA Service Planning.

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Roxbury	Bicycle lanes. Bicycle lanes. Bicycle lanes. Running Owl Service buses and trains. Tunnel crossings for pedestrians and for bicycles. There are three harbor crossings (four if the Tobin is included) for motorized vehicles and not a single sensible way for a pedestrian or a bicyclist to get across the harbor. A cheap way to get to Lynn and the North Shore without having to change at Wonderland: either more and cheaper buses from Haymarket or extending the Blue Line to Lynn or Salem.	There is too much idling of school buses waiting to begin or to continue their routes. Too many school buses occupy MBTA bus stops impeding boarding. The school buses also obscure waiting passengers to MBTA bus drivers.	Intra-city express buses. Routes such as 22, 23, 28 (and Roxbury/Dorchester routes) provide commuters with slow service home. Rather than ridiculous plans to tear up the recently planted median along Blue Hill Avenue (try suggesting that for Commonwealth Avenue), rapid access to Jackson Square and Ruggles Station could better be provided by running express buses from principle stops (say Columbia Road, Talbot, etc.). More innovative thinking about A/B service, where designated A buses stop at every other bus stop and B buses stop at the ones the A buses do not. Both A & B buses stop at the principle stops. Both of these idea are better than the anti-rider solution of eliminating buses stops.	Better & cheaper ways to get to the North Shore, Lynn and Salem. It is agony to get from Roxbury to Cambridge. It is annoying to have to read it as it is to have to write it, but: Replacement Service on Washington Street from Chinatown to Forest Hills. We were promised it. It was denied us. Buses, painted silver or no, are not a replacement for fixed rail rapid transit.		Submit comments to the Boston Transportation Department, MBTA Planning & Development, and MBTA Service Planning. Consider comments on extending the Blue Line to the North Shore, circumferential transit, rapid transit service on Washington Street from Chinatown to Forest Hills, and healthy transportation during the development of the LRTP.
Roxbury	We need more bike lanes and more car sharing. We need traffic calming measures on Columbus Ave (big time) and Washington Streets.	Air pollution and noise pollution due to traffic are big problems due to lack of bike lanes and too many cars.	More bike lanes. Less emphasis on cars in both transportation and development. When a house is built, the emphasis should be on housing and any parking requirements should include car sharing parking requirements and bike parking requirements.	Hard to get to Cambridge from here. Be nice to have that T Ring service.	There is so much going on in this community that requires vigilance and organizing that it would be hard to add another meeting/organization to the mix. The hard part is that everything is connected (development, transportation, jobs, environment) and most people still don't get that. You can't and shouldn't divorce transportation from development - even in old neighborhoods.	Submit comments to the Boston Transportation Department and MBTA Planning & Development. Consider comments on circumferential transit and healthy transportation during the development of the LRTP.
Not Known	High speed transit to replace the old Orange Line (Egleston, Dudley, Northampton, Dover, et al.)	Buses are crowded, service is poor, buses add to congestion on major roads. The people who can least afford to spend an hour or more transporting to work and spend the most money on buses and trains. The rapid (and direct) transit that was taken away without community input has placed a heavy burden on those in my community who relied on it.	See #1.	The old Orange Line provided rapid transit for communities of color to the downtown area for jobs, recreation, and commerce. The community most effected was promised service as good as or better. That promise has never been met.	See #1.	Submit comments to MBTA Service Planning & MBTA Planning & Development. Consider comments on rapid transit service on Washington Street from Chinatown to Forest Hills during the development of the LRTP.
Hyde Park	I am not aware of any unmet needs except to have more scheduled stops for the Fairmount Commuter Train to and from downtown.	Hyde Park residents pay a greater fee for the commuter rail than others in the city limits.	Reduce the fees for the commuter lines to be comparable to other city neighborhoods.		No	Submit comments to MBTA Service Planning.

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Roslindale	I see two problems: In Rozzie square the cars go too fast right at the spots where the pedestrian crosswalks are. The cars are a difficulty because they feel they don't need to slow down anywhere, really. Not a good thing. The other problem is parking. People seem to stop walking when they have driven to the square. It would be good if there were a large secondary parking lot (a little further away from the square-- maybe there are space that aren't being used. At this point Bank of American has a largely empty parking lot. They could make the people who want to park in some BofA empty spaces donate money to ... the bicycles and help getting kids to ride bikes. We don't really need much. Cars are a problem, a nuisance. Some cars are OK, but mostly there is a significant amount of being obnoxious on the part of the car people.	There are places where cars just plain speed up and it's scary at times. Very few are driving at safe speeds--more like 40-45 in Rozzie square. We need some significant changes with that.	Maybe a few more bicycle stands in the Square--near the parking lot for the grocery store, near the library, a bike stand behind the drugstore, and a few other serious places to be able to leave the bike. Somehow we have to slow down the traffic that zooms through the village--they are really dangerous drivers.	We should have an extension built to get Rozzie folks to the JP train station without having to drive alone. How could we do that?	We need a little less speeding and a lot more walking.	Submit comments to the Boston Transportation Department. Consider comments on healthy transportation during the development of the LRTP.
Boston	I am concerned about conditions in the vicinity of my job in the Newmarket area of South Bay between Roxbury, Dorchester and the Southeast Expressway ramps. 1) Bus stops are not conveniently located not well marked and completely skipped by the CT3 "express" bus. (no stop here 3 at the Boston medical centre --- Why?) Busses going toward the Orange Line are on opposite sides of the street from each other because of their snaked routes. 2) Sidewalks are terrible, even life threatening. Four inch vertical discontinuities at both ends of the bridge over the Old Colony on Southampton St, on one side of Mass Ave near Albany St 6 foot wide sidewalk with 3 feet useless due to obstructions --- can the lighting control boxes be moved to the other side of the street where the buildings have a 20 foot setback? 3) I would like to bicycle to work and find the traffic too heavy, too fast, and too threatening (even in daylight!). Fix the streetlights especially on the bridges. Crosswalks are long and traffic is threatening to pedestrians there are no provisions at some of the expressway ramps at all.	I want better bus connections to the South Bay area.	Make the CT3 available in the South Bay area at Atkinson St on Southampton St.	In Jamaica Plain a community circulator bus is needed to make connections throughout the community between residential streets in the middle where the Orange Line is and stores on Centre Street, South Street, Washington Street and Columbus Avenue. This service using a small agile handicapped accessible jitney bus should be useful to shoppers with packages, families with small children, and the elderly who can no longer walk long distances. The MBTA #48 Jamaica plain loop is trying to do jitney service with too large of a vehicle to get to where it should offer service.		Submit comments to the Boston Transportation Department and MBTA Service Planning. Consider comments on healthy transportation during development of the LRTP.
East Boston	No pedestrian access to downtown Boston (no bridge over harbor). No bicycle access to downtown during rush hour (not allowed on subway). No safe bicycle route through Chelsea connecting East Boston to the West. Rails to trails path is very short and should continue along MBTA Blue Line to the north.	There are loud planes taking off and landing over the neighborhood and new runway construction has increased their frequency. Taxis cut through residential areas to avoid paying tunnel toll to get to Boston. Visitors have to pay a toll just to come to our neighborhood.	Remove tolls on tunnels to Boston. Allow bikes on Blue Line Subway at all hours. Finish East Boston Greenway path to the north, connecting to Revere. Build a pedestrian bridge over the harbor or suspend a pedestrian bridge from the Tobin Bridge.	Pedestrian/Bike access to our own city center, downtown Boston. Bike paths linking northern and western towns.		Submit comments to the Boston Transportation Department and MBTA Service Planning. Consider comments on healthy transportation, pedestrian and bicycle connection between East Boston and Boston proper, and extending the East Boston Greenway to Revere during development of the LRTP.

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Jamaica Plain	We need buses to run more frequently, especially #39. (Or we need the trolley or subway reinstated on Centre.)I've seen the #39 so crowded that the driver stops taking passes. And then the T misses out on money and on the very data showing how overcrowded the #39 is. Also, we need dedicated bus lanes/bus traffic lights and dedicated bike lanes, especially down through Dorchester. "Walk/Don't Walk" timers need to be re-tweaked to come on sooner and last longer. Sometimes I'm lucky if I get 20 seconds after two cycles of cars going through! This is especially bad at Centre and Green and near the Green Street station. On the other hand, the timers at the Catholic church near South and St. Joseph's are incredibly responsive! They should all be like that.	All along the Arborway, people drive too fast, way above posted speed limits (ex: 40 in 25 mph zone). Centre/South is often jammed, and when it's not, people drive too fast and run red lights, etc. All of this spills into the neighborhood streets. And yes, I have even seen some bicyclists run red lights, etc. I think we need greater enforcement of traffic laws, especially speeding. Similarly, traffic calming measures (speed bumps, stop signs, traffic lights, what does it take?) on neighborhood streets would help. A while back, there was a "pedestrian crossing" sign in the middle of Centre Street, and a vehicle knocked it over. Similarly, a vehicle hit the "walk/don't walk" sign at the Green Street T stop. Those are bad indicators of the relationship between drivers and pedestrians! The "pedestrian crossing" sign has yet to be replaced!	See #1,2,4.	Despite how close Brookline is, it easily takes an hour to get there by bus or subway from JP. Dorchester is also hard to get to, in part because the Dorchester buses (8, 16, 41) are so slow and infrequent. Similarly, more cross-neighborhood transit would be great.		Submit comments to Boston Transportation Department, MBTA Service Planning, and MBTA Planning & Development. Consider comments on healthy transportation and circumferential transit during development of the LRTP.
Somerville	We need more bike lanes. Union Square is horrendously dangerous. Bikers either avoid it or put themselves in perilous situations. There aren't even properly marked car lanes. Somerville Ave could similarly use marked bike lanes.		It would be nice if there was a closer T stop, maybe in or around Union Square.			Submit comments to the City of Somerville's Office of Strategic Planning and Community Development. Consider comment on healthy transportation and adding an MBTA station at Union Square during the development of the LRTP.
Roxbury	Roxbury is divided by the Dudley-Ruggles axis. In order to get to Cambridge, Brookline, the South End (Tremont St), the LMA, or the Fenway without using the train, passengers from areas further south of Malcolm X and Melnea Cass Blvds have to transfer at Dudley or Ruggles to keep moving north. It would be useful to have more buses that go to Cambridge, Brookline, Tremont St, or the Fenway that start and end at Jackson Square so that more people can reach those areas in one ride rather than 2. For example: - Extend #1 bus to Jackson Sq. - Extend #14 bus to Brookline Village - Extend #43 bus to Jackson Sq.	Most of my neighborhood is only served by buses. They are slower, have less capacity, and generate more particulates than trains. Roxbury has one of the highest rates of asthma in the city and I believe the number of buses is one of the reasons.	Build and extend rail lines throughout Roxbury, both into downtown and across from Dorchester to Brookline. Also, run some buses (esp. 41 and 42) on time and more frequently.	Tremont St in the South End. Later service on the #42 bus. Direct connections from Jackson Sq. to the LMA.	Bring rail back to central Roxbury!	Submit comments to MBTA Service Planning and MBTA Planning & Development. Consider comments on circumferential transit and extending rapid transit service to Roxbury during the development of the LRTP.
Mattapan	Yes, there are very few safe paths for bicyclists in our community: Blue Hill Ave is an overused speedway; drivers hostile to bicyclists and little to provide a counter narrative; few side streets offer safe alternative routes; streets are not well maintained so surface conditions in general don't favor bicycling; etc.	Mattapan is a "transportation hub" so, yes, it's "negatively affected"--everything from air quality to traffic congestion--makes it a hostile environment for walking, let alone biking.	Some of the auto traffic could be redirected through Milton and the T parking lot should go 'public' to encourage more drivers to take the T, for one... environmental laws could be enforced (trucks violate the 5-minute idling rule, for example all the time with impunity), for another.	Getting to a job in Allston or Watertown, for example, would take half a work day; so many job options are foreclosed on that basis alone.	Care about the quality of life for the people who live, work, and play here.	Submit comments to the Boston Transportation Department and MBTA Planning & Development. Consider comments on healthy transportation, and poor transit connectivity between Mattapan and areas north and west during development of the LRTP.

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Boston (Jamaica Plain)	I feel my commute is dangerous, especially in the vicinity of its end in the Newmarket section of Dorchester/South end/Roxbury(?). By bicycle this area is scary due to the fast traffic and the large number of heavy-duty vehicles in the area. Also the area is subject to frequent pavement defects due to the large number of heavily loaded vehicles. When I commute by public transportation I frequently have to walk to/from either Andrew Station with poorly designed pedestrian crossings at highway ramps, pavement discontinuities at highway/railway overpasses and highway infrastructure arbitrarily placed in the middle of the sidewalk. From the city hospital end I encounter sidewalks restricted to under 4 feet at heavily used bus stops on both sides of Massachusetts Avenue near Albany Street. Also across Albany Street where the street continues as Southampton Street along the yakey building(former EMS headquarters) there are irregular surface and several unplanned constrictions including a 3 foot!!! space between a lighting control box and a lamppost base. THE CONTROL BOX IS COMPLETELY UNEXCEPTABLE IN SO NAROW A DOWNTOWN SIDEWALK! Crosswalks and sidewalks at the intersection with the highway ramps are poor. the bus stops and routes through South Bay are not well located and the service too infrequent to not walk completely out of the area for frequent service.	Jamaica Plain needs a light bus system designed to circulate mothers with small children, people carrying their shopping and the elderly from residential areas to stores, transportation, city services and health facilities.	Get a small bus, and improve bicycle facilities.	Better circulation between residential areas and stores.	Wider sidewalks on Massachusetts Avenue	Submit comments to the Boston Transportation Department and MBTA Service Planning. Consider comments on healthy transportation during development of the LRTP.
Hyde Park	1.Train service every half hour to downtown 2.Bike lanes here there and everywhere 3.Sidewalks of decent width, no cross slope or poles in the middle of them 4.A REAL physical commitment to traffic calming rather than hot air and claims of "we'll step up enforcement". Folks fly down our street and it's a wonder no one is run over.	Traffic...little bike/ped accommodation = fat kids and bad air. Politicians representing the neighborhoods need to personally use the transit and bike/ped infrastructure to understand the need for improvements.	1.Train service every half hour to downtown 2.Bike lanes here there and everywhere 3.Sidewalks of decent width, no cross slope or poles in the middle of them 4.A REAL physical commitment to traffic calming rather than hot air and claims of "we'll step up enforcement".	DOWNTOWN - S. STA Express 32 service to Forest Hills	Bring MPO into compliance with Title VI and document how each project complies with the Green Transportation initiatives.	Submit comments to the Boston Transportation Department and MBTA Service Planning. Consider comments on healthy transportation and on evaluating projects for their consistency with green transportation initiatives during development of LRTP and TIP.
Quincy	Quincy does not have much of a cycling infrastructure. Comments I have made to that effect at planning/information meetings have been met with lukewarm reception at best. For example, Quincy is in the middle of a large road project connecting Burgin Parkway with 3A and no bike lanes are planned. Also, the proposed designs I have seen for the new downtown development do not seem to include any bike lanes or bike parking facilities. Aside from cycling infrastructure, Quincy's bus service leaves a bit to be desired. Routes seem more or less adequate (at least where I live), but times between busses are much longer than nearby communities.	None in my part of Quincy, but I can't speak for the rest of the city.	More frequent bus service. Maybe bring back the street cars that used to run throughout the city?		We need to start somewhere. Let's start with better public transit.	Submit comments to the City of Quincy, MBTA Service Planning, and MBTA Planning & Development. Consider comments on green transportation and restoring streetcars in Quincy during development of LRTP.

Transportation Equity Survey - Narrative Responses
January 18, 2011

Municipality or Neighborhood	Are there any unmet transportation needs in your community? Please list any below.	Is there any part of your neighborhood negatively affected by the existing transportation system? If so, where are the problems?	How could transportation service be improved in your community?	Does your community need improved transportation system connections to specific destinations and parts of the region? If yes, please describe.	Do you have any other comments or suggestions for improving transportation in your community?	MPO Staff's Proposed Action
East Boston	YES! East Boston is organizing to create a link through Massport property now so the community will have a bikepath/walking, etc. from one end of East Boston to the other, starting at Belle Isle Marsh to Piers Park. Strong resistance is coming from Massport and where by all accounts this is not well grounded. Airports throughout the country are encouraging bike paths, and most visibly at Reagan's National Airport where the bikepath is 200 feet from the end of the runway with a fence about 2 feet high. There seems to be unwarranted concerns coming from the agency. bikepath/walking, etc. from one end of East Boston to the other, starting at Belle Isle Marsh to Piers Park	Where do we begin? If we look at the 3,000 car parking garage that was just constructed in the North Service Area at Logan, we are going to have 3,000 cars exiting onto East Boston streets. This structure is less than 1/4 mile from Bennington Street and Neptune Road. Commuters looking for the path of least resistance will use East Boston streets. To deny a bike path through East Boston, which could ultimately connect to the Town of Winthrop and City of Revere also, is a huge negative impact since riding city streets is very dangerous, especially for novice riders and families.	First, creating a bike path through East Boston would be huge, significant improvement on many fronts. Another plus for East Boston alone (not Chelsea) is the East Boston/Chelsea Bypass road which will take large trucks off the streets of East Boston that are going to Chelsea.	If we are to look at Rte. 1-A and it's connections, particularly at Boardman Street, we could realize some improvements solely at that location. This signalization is controlled during peak hours entirely by Massport. Chelsea Street and Curtis Street needs improvement ultimately which may be enhanced with the EB/Chelsea Bypass road.	The increase of water shuttles would be a huge improvement for East Boston, Revere and Chelsea.	
Lynn	We have a good network of bus routes passing through, but evening and especially weekend service is sketchier; for example, i cannot get from Downtown Lynn to Home Depot in Salem on a weekend--i would have to take one bus to downtown Salem and another bus back down Rt107, & visa versa. The web of bus routes is confusing; the setup at the central downtown Lynn bus station isn't user-friendly either. And, with the high use of the central station, no restrooms--that's not good. Our Commuter Rail works well. The size and location of our community merits extension of the Blue Line subway to better serve the community. The idea of a Commuter Ferry from Lynn to Boston essentially duplicates--poorly--the existing CR service.	Houses along the commuter rail (i'm across the street from the rail line) may suffer noise and air pollution but the trains are few and far between, so i don't see it as a significant impact. All of the major roadways through Lynn, however, create polluted and unpleasant living conditions along them, from the plethora of cars. Would improved public transit ameliorate this? The Lynnway is a horror show for pedestrians and cyclists--although it doesn't have much direct impact on residential neighborhoods.	Extend subway to Lynn--to implement inexpensive and efficient transit to downtown Boston jobs. Better coordinate network of bus routes.	See #3.		
Jamaica Plain	Gaps in the bike paths (both directions) beyond Jamaica Pond to Arnold Arboretum, Forest Hills T station, Southwest Corridor Park, Franklin Park and beyond.	The same area (beyond Jamaica Pond) - speeding, aggressive driving, red light running etc. High speed/high volume traffic in front of houses while center lanes between medians are slower speed & lower volume.	Traffic calming, implementation of crosswalks that are designed (access to Jamaica Pond - DCR), completion of the bike paths i.e. address the gaps.	The bike paths (both directions) beyond Jamaica Pond to Arnold Arboretum, Forest Hills T station, Southwest Corridor Park, Franklin Park and beyond: complete the connections (there are gaps).		
Jamaica Plain	1. More bike lanes/bike protection. 2. More east-to-west busses 3. Repairs to the subway lines so that they can run at faster speeds/with more frequency. 4. Dedicated bus lanes. 5. More frequent busses. 6. There's a spot on the Jamaicaway where people cross to get to the Arboretum. There's a light and crosswalk for 3/4 of it. Then there's a spot with "yield to pdestrian" and "look both ways" signage. Perhaps a stop sign or light with crosswalk would be better there.	Centre/South streets are always jammed with cars. The Jamaicaway is a death trap-cars go too fast and are too close together. A number of residents on a number of streets want pedestrian calming measures to slow cars down. It seems some of them get them (e.g. Lochstead). I know when I looked into them for Elm Street and for Philbrick Street, I was told that they would interfere with the fire department. I find this response questionable in light of the fact that some streets do have such measures now.	See #1. Also more enforcement of the laws, especially speeding, not yielding to pedestrians, and running red lights (for cars and bicyclists). Also, more needs to be done to educate/get drivers and pedestrians used to being aware of the new bike lanes.	More connections with Roslindale and points south, and with Brookline.		
West Roxbury/Roslindale	Need bike lane marked on Weld St. Need bike crossing/pedestrian crossing across Walter St. near West entrance of the Arboretum	Major crossing at Weld and Centre Streets/Roslindale/West Roxbury--very dangerous, especially for pedestrians and for bicyclists	More patrols on Weld St., Busey St., and Walter St.		Why is it taking so long to have a crosswalk from Walter St. to the Arboretum?	