



## 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.<sup>1</sup>

### **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

<sup>1</sup> 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

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

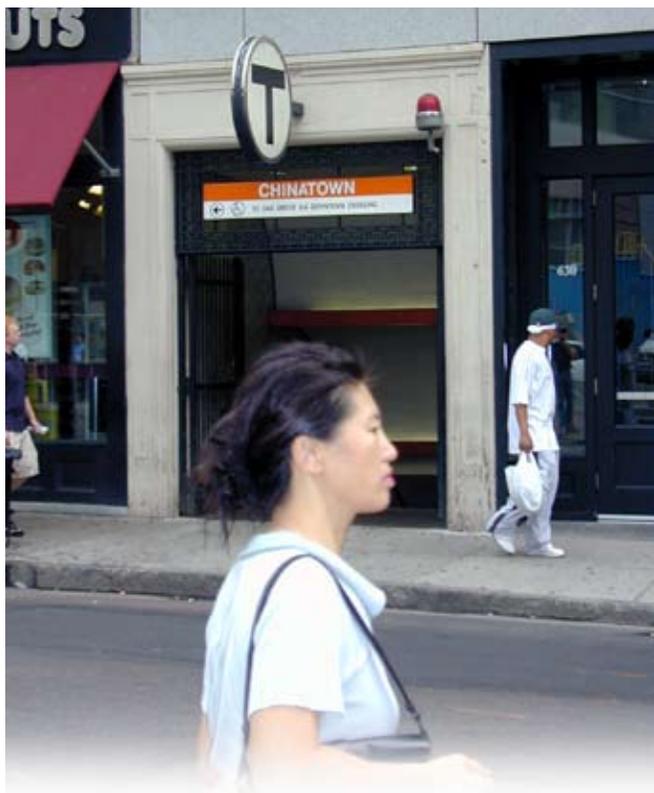
environmental justice issues (see Chapter 9 for more information). After one-on-one meetings and interviews, the MPO provides feedback to community organizations by classifying their needs and concerns as they relate to the Plan, TIP, UPWP, transit service planning, or another agency. The information 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](http://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.