

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

January 27, 2011 Meeting

10:00 AM – 12:15 PM, State Transportation Building, MPO Conference Room, Suite 2150, 10 Park Plaza, Boston

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

Decisions

The Transportation Planning and Programming Committee agreed to take the following action:

- allow release of the draft Needs Assessment chapters for the long range transportation plan (LRTP) to the public for their review and comment; they will be posted on the MPO website
- allow staff to begin using the MAPC population and employment forecasts in modeling for the LRTP, and plan for a vote to adopt at the February 3 meeting

Meeting Agenda

1. Public Comments

There were none.

2. Needs Assessment for the Long Range Transportation Plan – *Anne McGahan, Plan Manager, MPO Staff*

A. McGahan reported that all of the draft chapters on radial transportation corridors for the Needs Assessment of the long range transportation plan (LRTP) have been posted on the MPO members' website for their review. The draft chapter on the circumferential corridors, which addresses the Route 128 and Interstate 495 corridors, will be posted this afternoon. Staff asked members to provide comments on the chapters, and for approval to post the draft chapters on the MPO's public website so that members of the public could review the documents.

Staff will be holding outreach events in February to discuss the Needs Assessment with the public. The first meeting will be a Transportation Equity Forum on February 2, followed by workshops in Saugus, Needham, and Boston (February 10, 15, and 16 respectively). Staff will be accepting feedback from the public through the development of the LRTP.

Members asked questions and made comments:

Laura Wiener, Regional Transportation Advisory Council, noted that it would be useful for Advisory Council members to have an executive summary of the chapters. A. McGahan pointed out that the last section of each chapter has a summary but added that staff will provide summary materials.

E. Bourassa, Metropolitan Area Planning Council (MAPC), asked about the presentations at the public outreach meetings. A. McGahan stated that staff will present the content of the draft Needs Assessment chapters, discuss the LRTP development process, answer questions, and gather comments.

A. McGahan reported that staff has already received two comments from members. The City of Boston requested changes to language regarding the movement of hazardous materials, and the Regional Transportation Advisory Council requested a change concerning bicycle lanes.

On the topic of hazardous materials, Mary Pratt, Town of Hopkinton, raised a concern about increased truck freight on Interstate 290 and the ability of the state to increase the clearance on highway bridges to accommodate larger freight trucks. D. Mohler responded that CSX is raising bridges that it owns or lowering tracks to accommodate double-stack rail cars, and that the state is not raising highway bridges to accommodate larger trucks. A. McGahan added that the text in the Needs Assessment on this subject references MassDOT's highway design manual, which defines new standards for bridge height. The state would aim to raise bridge heights in the future when those structures are being rebuilt.

M. Pratt suggested that staff reference the Logan Express service (from Framingham to Boston) in the West Corridor chapter of the Needs Assessment.

M. Pratt and Ginger Esty, Town of Framingham, discussed an issue associated with the MetroWest Regional Transit Authority (RTA). They noted that the Town of Milford receives service from the RTA but does not contribute financially. They also discussed their concerns about CSX freight traffic crossing Route 135 in Framingham.

Tom Bent, City of Somerville, and Jim Gillooly, City of Boston, reported that their respective municipalities are still reviewing the information in the Needs Assessment.

J. Gillooly asked about which Boston neighborhoods would be included in the Central Corridor. A. McGahan replied that all of Boston would be included except the neighborhoods of West Roxbury, Hyde Park, Roslindale, and Mattapan. The majority of the MBTA bus and subway system in the city would be included in that corridor.

M. Pratt suggested extending peak hour surveys to 6:30 or 7:00 PM in the evening.

Richard Reed, Town of Bedford, stated that he would discuss his comments with staff after the meeting.

A. McGahan requested that members submit any additional comments by next Tuesday.

A motion to post the draft Needs Assessment chapters on the MPO's public website was made by John Romano, MassDOT Highway Division, and seconded by J. Gillooly. The motion passed unanimously.

3. Director's Report – *Karl Quackenbush, Acting Director, Central Transportation Planning Staff*

K. Quackenbush reported that Central Transportation Planning Staff (CTPS) and MAPC are beginning the second year of the MPO's Community Technical Assistance Program. Through this program, a team – made up of CTPS and MAPC staff – assists municipalities in addressing identified transportation problems, such as problems at intersections, with safety, or congestion. In each case, the team makes a site visit, discusses the problem with municipal officials, and then prepares a memorandum with recommendations.

This year, several towns in the region have responded to the MPO's solicitation. The team has already made a site visit to one location at Boston Post Road and School Street in Weston and is now preparing suggestions. Upcoming site visits will be at locations in Rockport, Sudbury, Marshfield, and possibly Acton, Medford, and Peabody.

E. Bourassa, who is taking the lead working with some of the municipalities, added that the MPO received approximately ten requests. Two or three did not fit with the scope of the work program or the funding available.

J. Romano asked if the team would be reaching out to other municipalities if there are funds remaining in the program after the scheduled projects are complete. E. Bourassa replied that this year's budget will probably be used up by the current projects, but staff will re-evaluate after the scheduled work is completed. If there is funding available, staff could have an additional solicitation. E. Bourassa mentioned District Local Technical Assistance funding as another resource available to communities.

4. Demographics for the Long Range Transportation Plan – *Tim Reardon, Senior Regional Planner, MAPC*

T. Reardon gave a PowerPoint presentation on the socioeconomic projections and allocations of regional totals to municipalities. This presentation followed on a presentation he gave to the MPO at the meeting of January 20. Since that time, MAPC has distributed the full data set to members. The projections, when adopted by the MPO, will be used in the MPO's long-range transportation plan.

He again provided the regional population, housing, and employment figures which MassDOT issued last month, compared to figures from MetroFuture, MAPC's long-range land use plan. (See below.) The population and housing projections from the two sources are similar, but the employment projections differ. The MetroFuture scenario predicts 17,000 more jobs created than the state's projections.

	<i>MetroFuture</i>	<i>Regional Totals</i>
<i>Population</i>	395,000	405,310
<i>Housing Units</i>	260,000	267,524
<i>Employment</i>	242,000	56,161
<i>Employment (2010-30/35)</i>	170,000	153,000

Since the meeting of January 20, MAPC staff supplemented information received from municipalities regarding future and existing development by conducting more research into 3D expedited permitting sites, priority development area plans, 40R districts, the MEPA database, and other sources. As a result, more information was obtained about employment development in Marlborough, Woburn, Foxborough, and Canton. MAPC now has updated data on 83 municipalities and 1,700 projects.

MAPC applied “discounts” to projects not already in construction based on factors such as the projects’ planning and permitting status, development type, and location (if in community oriented development areas or near transit, for example).

T. Reardon provided figures – incorporating discounted values – showing projected housing and employment by decade to 2035. The figures show rapid economic development growth after the current recession and slower growth after 2020, the latter due to projections of a constrained labor supply. The most job growth is projected in the inner core and along Route 128 and Interstate 495.

To develop the projections, MAPC used 2008-2009 base year figures prepared by CTPS and scaled those figures to match the 2010 regional control totals. Information on projects completed during the past decade was included. For future years, the discounted housing and employment figures were allocated by traffic analysis zone (TAZ).

T. Reardon showed maps providing information about projected housing and economic growth in the inner core, regional urban centers, maturing suburbs, and developing suburbs. Areas of high projected housing growth include the Green Line Extension corridor, the Seaport District, the Fairmount corridor, and the Wonderland Station area. High employment growth is projected for areas such as the Interstate 495 corridor, Westwood Station, South Weymouth, the Lynn waterfront, the Green Line Extension, Longwood Medical Center, the Harvard University lands in Allston, and Assembly Square in Somerville. Some TAZs may have job losses, such as those that are not near transit or job centers.

Members and staff then discussed the topic.

J. Gillooly noted that, when the MPO adopts these data, they will be the underpinning of the MPO’s modeling work. He expressed that MAPC’s approach seems reasonable, but noted that City of Boston staff would like to take a closer look at how MAPC has allocated growth in the city and where MAPC has applied “discounts.” He requested that

MAPC provide maps showing information by TAZ. T. Reardon stated that MAPC would provide those maps.

J. Gillooly asked if staff had a deadline for receiving comments on the data. A. McGahan replied that the projections will be used in the Needs Assessment for the LRTP. The demographic maps in the Needs Assessment are still in development. She suggested that staff could use the existing figures to prepare the maps for release to the public, and then make adjustments as needed after members review the information more fully. She also noted that the modelers would need to use this information to set up the model runs for the LRTP. Staff would like to have the information to do that by next week. Staff is expecting to receive socio-economic projections for 63 municipalities surrounding the Boston Region MPO municipalities by February 11; that information will be incorporated into the model runs as well.

J. Gillooly raised a question about how the regional totals are developed and whether the federal government weighs in, and also why there may be a tendency for municipalities to make more optimistic projections than the state. He also raised the possibility that states with more optimistic growth scenarios may fare better when making the case for federal funding for their transportation projects, while those that show little growth would be less likely to win funding.

To the first point, C. Bench stated that there is an effort by the state to calculate growth on a consistent basis across regions. To the second point, he noted that states with more optimistic growth scenarios might face challenges when their transportation projects are under federal review; for example, there may be more air quality impacts that would need to be mitigated.

Addressing the question about how the regional totals are developed, K. Quackenbush stated that, at least in past demographic forecasting, broad-based control totals were arrived at first (such as projections for New England) from which state and local projections were then derived. He described the process as a “top down meets bottom up” approach.

Regarding the issue of how growth scenarios impact federal project reviews, K. Quackenbush stated that the allocation of growth may matter more than total regional growth. The Federal Transit Administration (FTA), for example, compares the user benefits and ridership in terms of whether a project is built or not built; those comparisons are made with demographics held constant. (Therefore, robust regional growth would not necessarily translate into large user benefits.) Bruce Kaplan, MPO Staff, added that FTA also takes into account risk assessments and uncertainty analyses when evaluating projects.

T. Reardon clarified that MassDOT based the regional totals on census projections for Massachusetts and that figures on the future labor force were derived from the census data. He noted that MAPC took a more optimistic approach to developing the projections

this year as compared to initial MassDOT projections. He feels confident that MAPC's projections are realistic.

Joe Cosgrove, MBTA, asked if any major land use shifts are projected for the region. T. Reardon replied that there are major job gains projected for some areas, but that some TAZs may have job losses as the labor market becomes more constrained after 2020. New economic development is expected to develop and concentrate in areas with transit rather than in outlying areas.

E. Bourassa remarked that the number of people leaving the state and retiring from the work force are influencing the employment projections, and that housing (cost and availability) is a reason for some of this out-migration. He asked if the projected slow growth in housing indicates that there will not be enough housing in the future to support the projected growth. T. Reardon replied that the jobs and housing growth figures are consistent. Housing growth is projected at 14% and job growth at 8% over the 20 year period. They have co-located the job and housing growth in these forecasts.

D. Koses asked about the reasons that the labor market would be constrained in the future. T. Reardon pointed to several reasons: a net out-migration of working age people from the state, the future retirement of Baby Boomers, and the possibility that firms will move from the state due to wage competition for the fewer skilled workers.

D. Koses and T. Bent commented that the high cost of living in Massachusetts deters workers from moving to Massachusetts. E. Bourassa noted that some municipalities in the region want commercial development but do not want to add housing and bear the costs of providing services to more residents. He noted that MAPC supports mixed use development and that to achieve job growth there must be housing.

Following this discussion, members reached consensus to direct staff to move forward with the LRTP work using the projections provided by MAPC with the understanding that the formal vote to adopt them will take place at the Committee meeting scheduled for February 3. This will allow the cities of Boston and Somerville more time to review the material.

MAPC agreed to provide TAZ level maps to members who request them this afternoon.

5. Members Items

Members discussed the upcoming schedule of Committee meetings, which are tentatively scheduled for every Thursday in February in order to accommodate work for the LRTP and other items. Members discussed their preferences for meeting schedules with some preferring to meet for longer periods bi-weekly, and others preferring shorter meetings more often.

C. Bench suggested that members plan to be available until 1:30PM on meeting days. Also, when creating agendas for the meetings the chair and vice chair will continue the practice of cancelling meetings if there are not enough action items or if the meetings

would be well under two hours. If meetings would go beyond the usual time, members should be notified.

Robin Mannion, Deputy Director of CTPS, suggested that one way to reduce meeting times would be for the MPO to waive the practice of placing work programs on the agenda twice. Under the current practice, staff presents a work program at one meeting, and members vote to approve it at a subsequent meeting. R. Mannion suggested that members vote on work programs the same day that they are presented, if members have no major comments or concerns. C. Bench noted that the chair would entertain such motions.

On another topic, C. Bench reported that MassDOT will be requesting an amendment to the current Transportation Improvement Program (TIP). MassDOT would recommend programming a \$5 million earmark for the construction of the Orange Line station at Assembly Square, and flexing \$10 million of MPO target funds from the highway to the transit portion of the TIP. In response to a question from Marie Rose, MassDOT Highway Division, on which TIP year would be affected. J. Cosgrove added that the flex would be affecting State Fiscal Years 2012 to 2015.

G. Esty remarked upon the MassDOT Highway Division's recent loss of federal redistribution funds due to under spending by the Aeronautics Division, and asked if the problem had been resolved. C. Bench noted that MassDOT is making sure that the problem will not happen again. G. Esty indicated that with fewer highway dollars already, it would be difficult for the MPO to consider flexing funds.

6. Adjourn

Transportation Planning and Programming Committee Meeting Attendance
Thursday, January 27, 2011, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway

City of Boston

City of Newton
City of Somerville
MAPC

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

Representatives and Alternates

David Mohler
John Romano
Marie Rose
Jim Gillooly
Tom Kadzis
David Koses
Tom Bent
Eric Bourassa
Eric Halvorsen
Joe Cosgrove
Paul Regan
Laura Wiener

Richard Reed*
Ginger Esty*
Mary Pratt*

MPO Staff/CTPS

Michael Callahan
Bruce Kaplan
Maureen Kelly
Robin Mannion
Anne McGahan
Hayes Morrison
Efi Pagitsas
Sean Pfalzer
Karl Quackenbush
Alicia Wilson
Pam Wolfe

Other Attendees

Karen Pearson

Tim Reardon
Holly St. Clair

MassDOT Office of
Transportation Planning
MAPC
MAPC

***attended via conference call**

2035 Socioeconomic Projections for Metro Boston

Draft TAZ-level Population, Household, Employment Projections

A presentation to the
Transportation Planning and Programming Committee

January 27, 2011

Timothy Reardon
Metropolitan Area Planning Council





MetroFuture vs. New Regional Totals

	MetroFuture 2000 - 2030	MassDOT Regional Totals 2000 – 2035
Population	394,700	405,300
Housing Units	260,000	279,800
Employment	242,200	56,200
Employment 2010 – 2030/2035	140,500	153,000

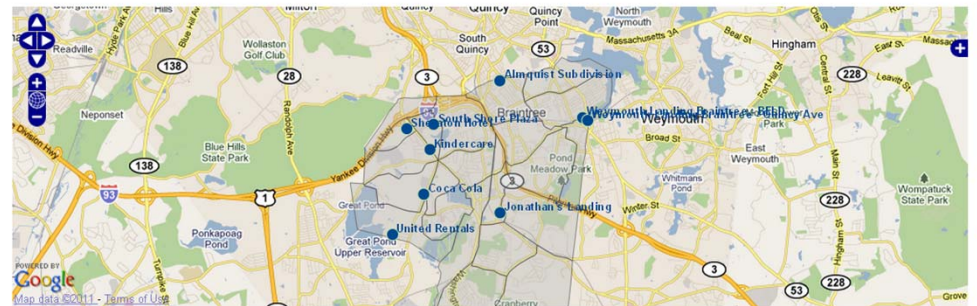
- August 2010: sent request for information about recent growth, construction underway, or planned development to municipal officials in 101 cities and towns
- Gathered info using on-line mapping tool
- Received responses from 77 municipalities

Boston Regional Transportation Plan

MAPC Projections Update - New Developments



Projects in Braintree



TAZ	Name	Status	Confirmed	Located	
1793	Sheraton Hotel	None	✓	✓	Edit Project
1813	Weymouth Landing Braintree - BELD	Advanced planning/permitting	✓	✓	Edit Project
1809	Weymouth Landing Braintree - Quincy Ave	Advanced planning/permitting	✓	✓	Edit Project
1812	Almquist Subdivision	Under construction	✓	✓	Edit Project
1794	South Shore Plaza	Completed	✓	✓	Edit Project
1799	Coca Cola	None	✓	✓	Edit Project
1796	Kindercare	Completed	✓	✓	Edit Project
1800	United Rentals	Completed	✓	✓	Edit Project
1808	Jonathan's Landing	Under construction	✓	✓	Edit Project



Development Database

Supplementing Community Comments:

- 43D Expedited Permitting Sites
- South Coast Rail Priority Development Areas
- EOHED 6-Municipality North Shore Study
- 40R districts
- MEPA database
- MAPC research



Development Database

Updated data for **83 municipalities**

Information on **1,700 projects**

- 114,300 housing units
- 26,800 already completed
- 87,500 under construction or planned
- 382,000 jobs
- 53,700 jobs already in place
- 329,200 under construction or planned



Community Comments—Discount Rules

Projects not already in construction discounted
based on:

- Planning/permitting status
- Location within CODAs or near transit
- Development type

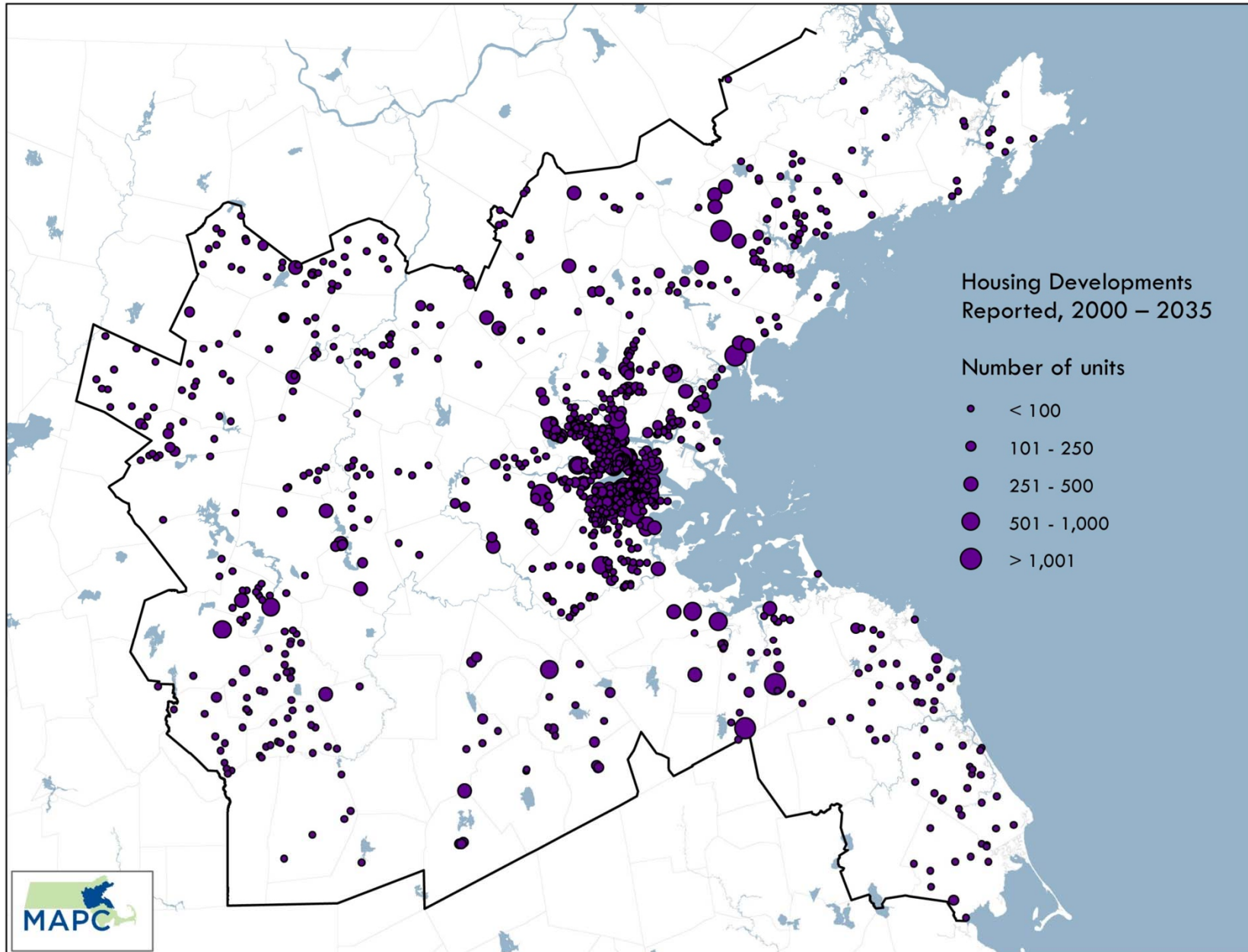


Community Comments vs. Control Totals

	2000 - 2010	2010 - 2020	2020 - 2030	2030 - 2035
Housing Units Reported	26,800	42,100	33,700	11,700
Housing Units, after Discounting	26,800	31,800	18,100	5,700
Housing Unit Regional Control Total	96,200	64,600	77,800	41,200
Economic Dev't Reported (jobs)	53,701	102,911	152,762	73,626
Economic Dev't, after Discounting	48,200	77,100	40,800	7,500
Employment Regional Control Total	-82,439	127,600	11,000	5,000

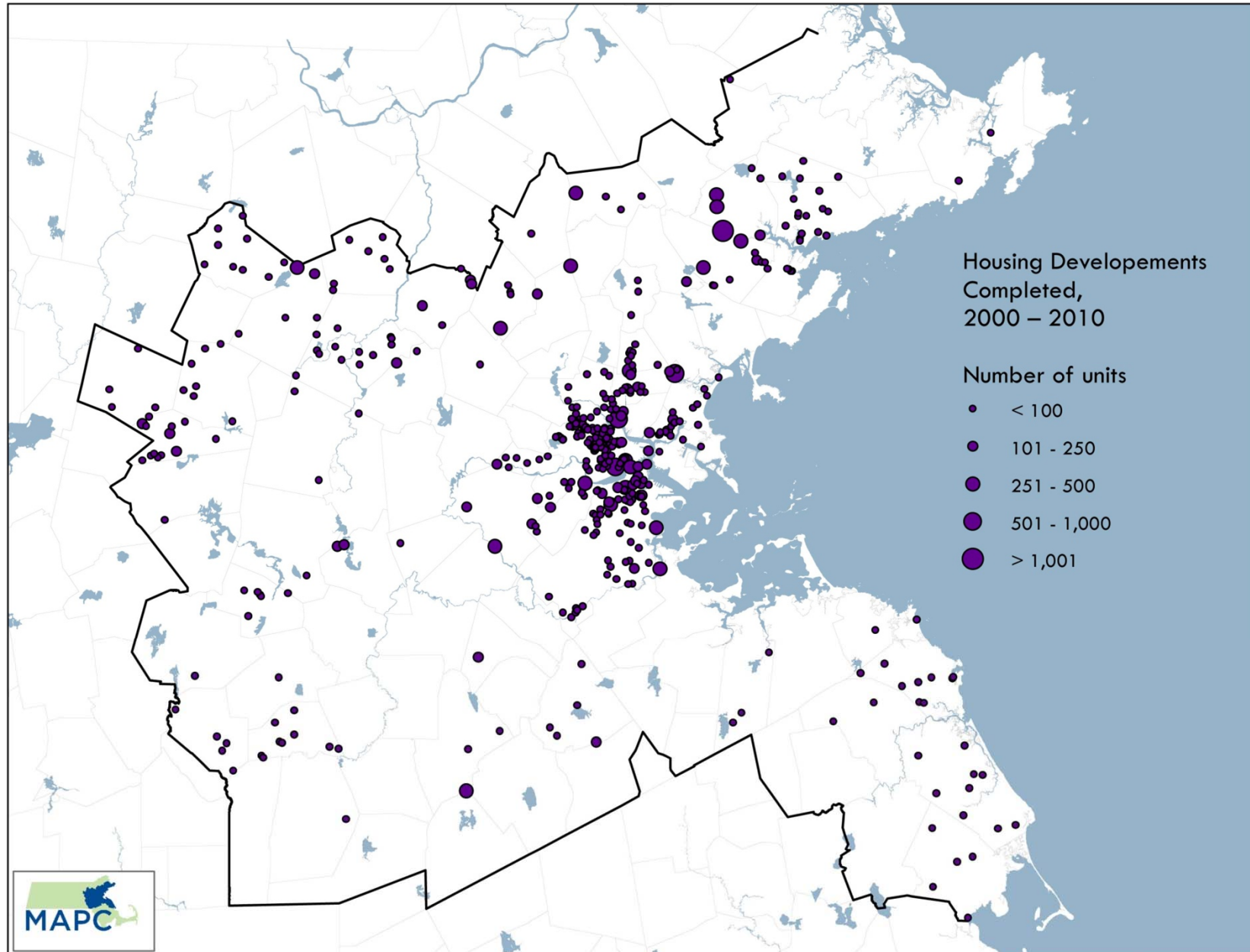


Total Housing Units Reported

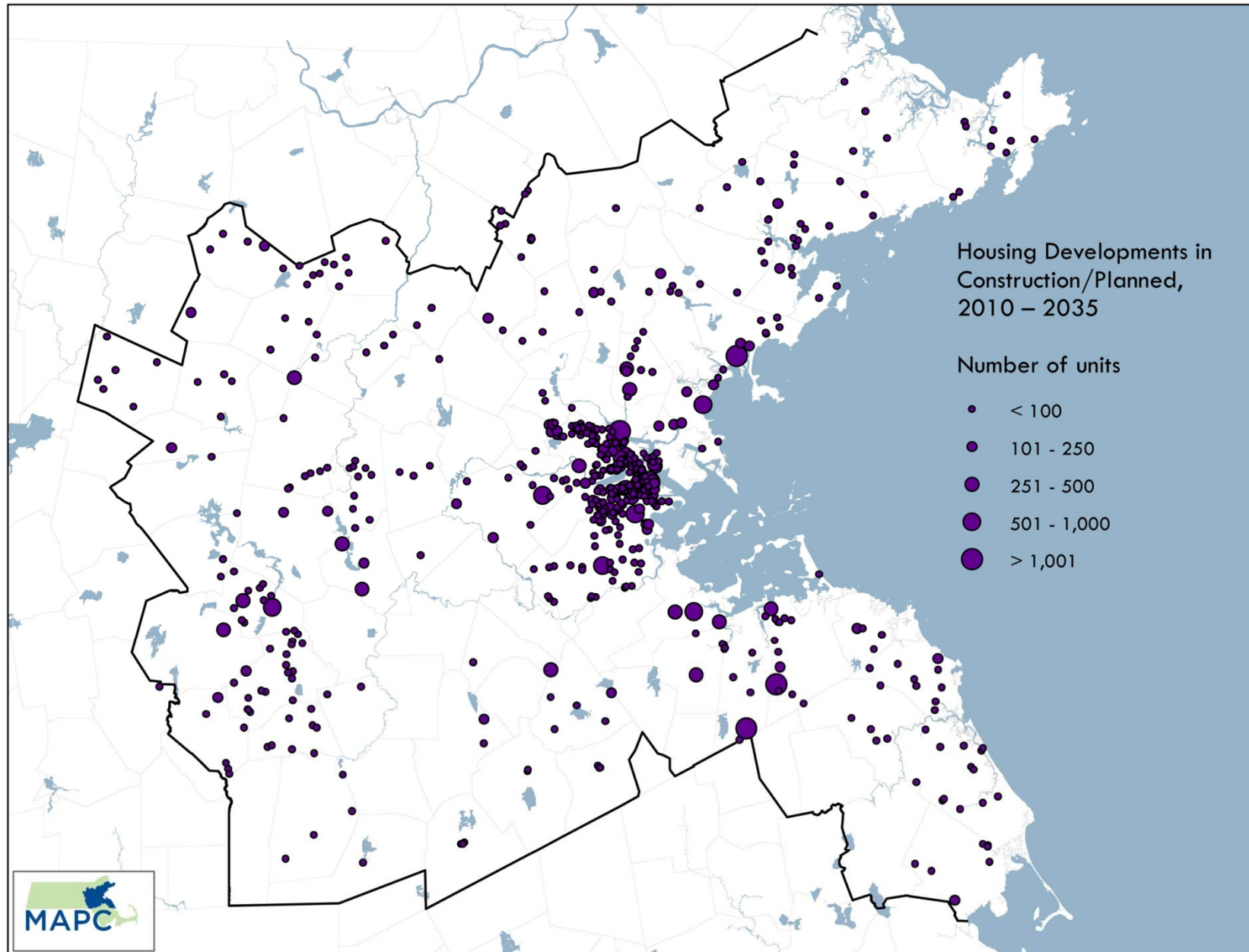




Housing Units Already Completed

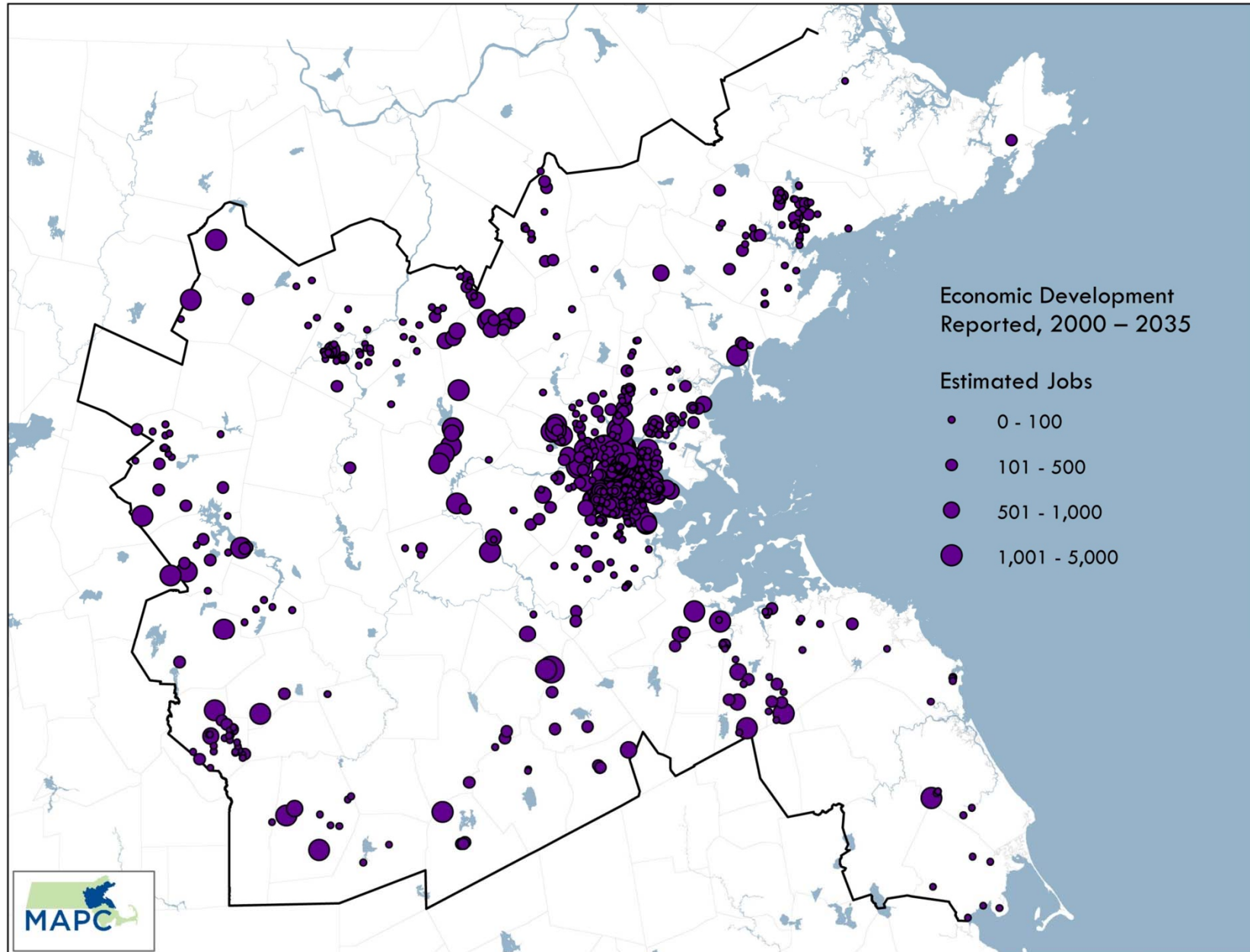


Housing Units in the Pipeline



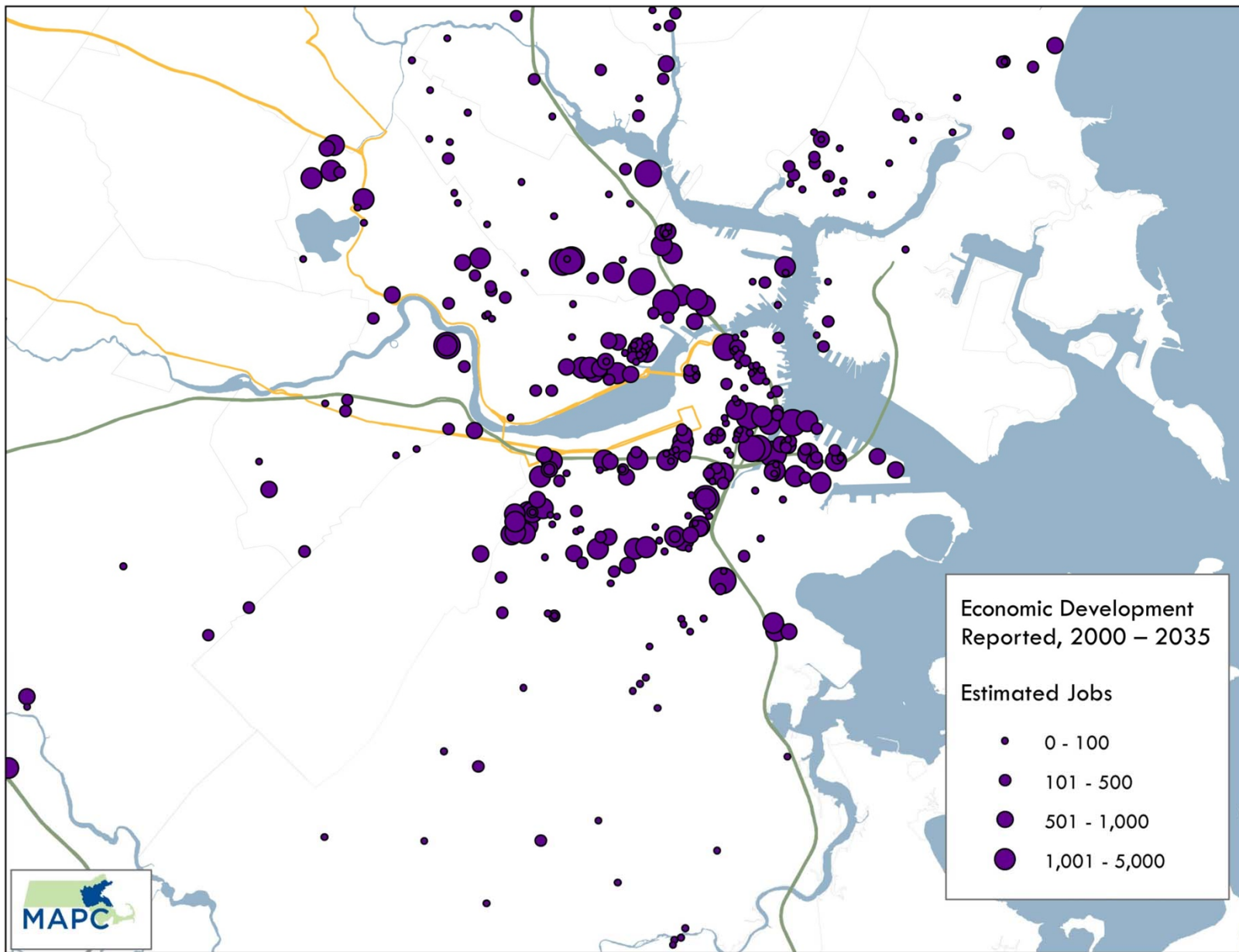


Total Employment Reported



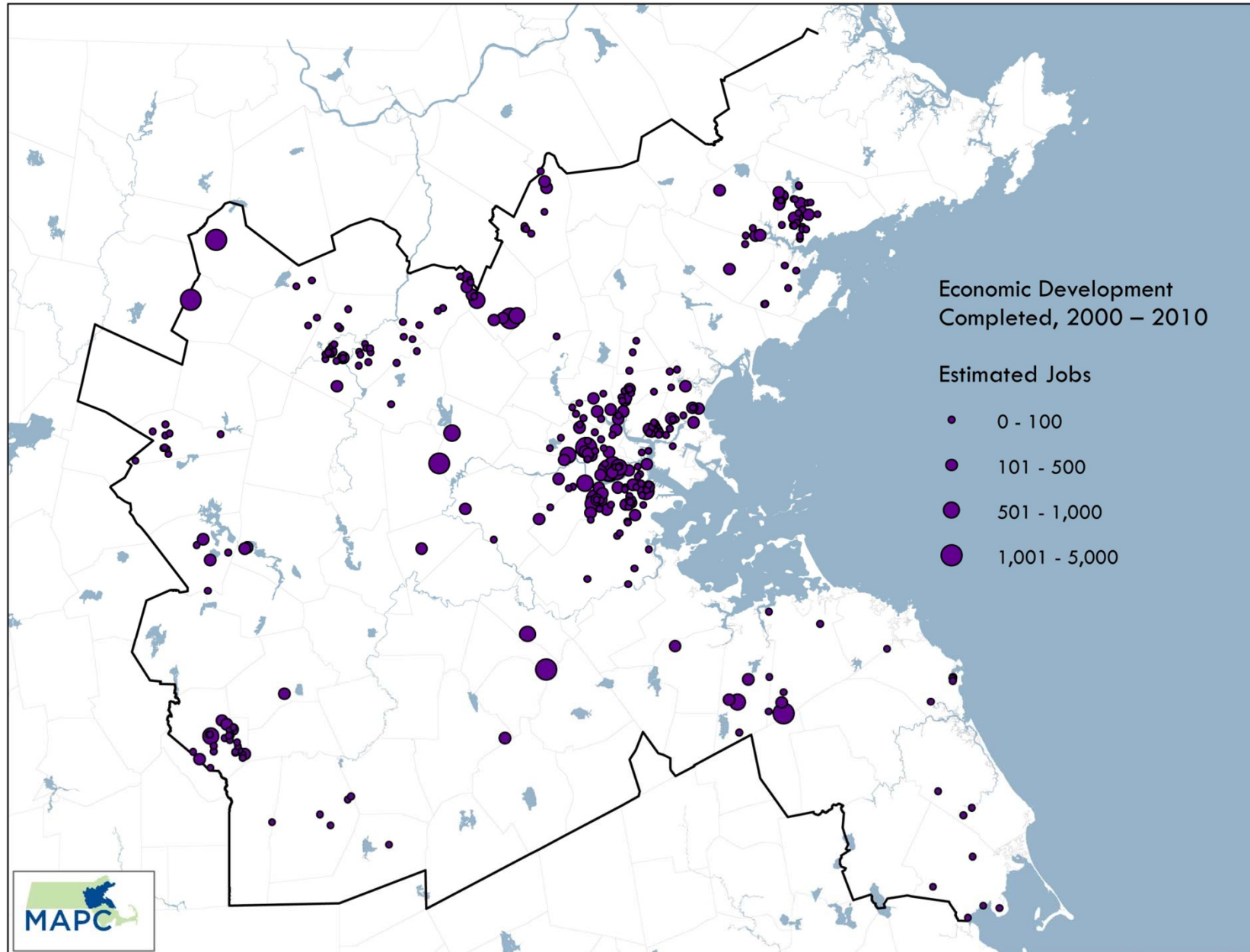


Total Employment Reported—Inner Core



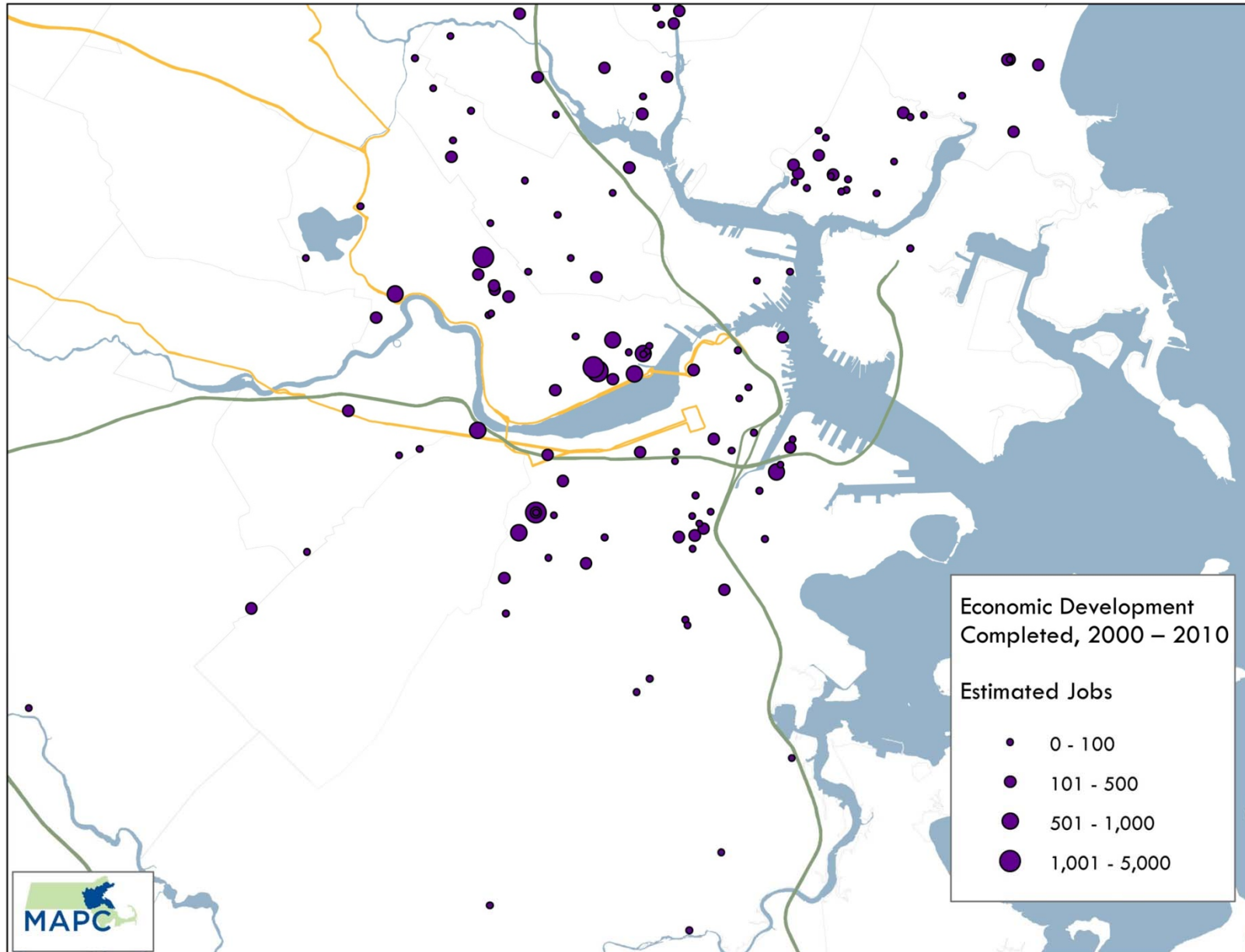


Economic Development in Place



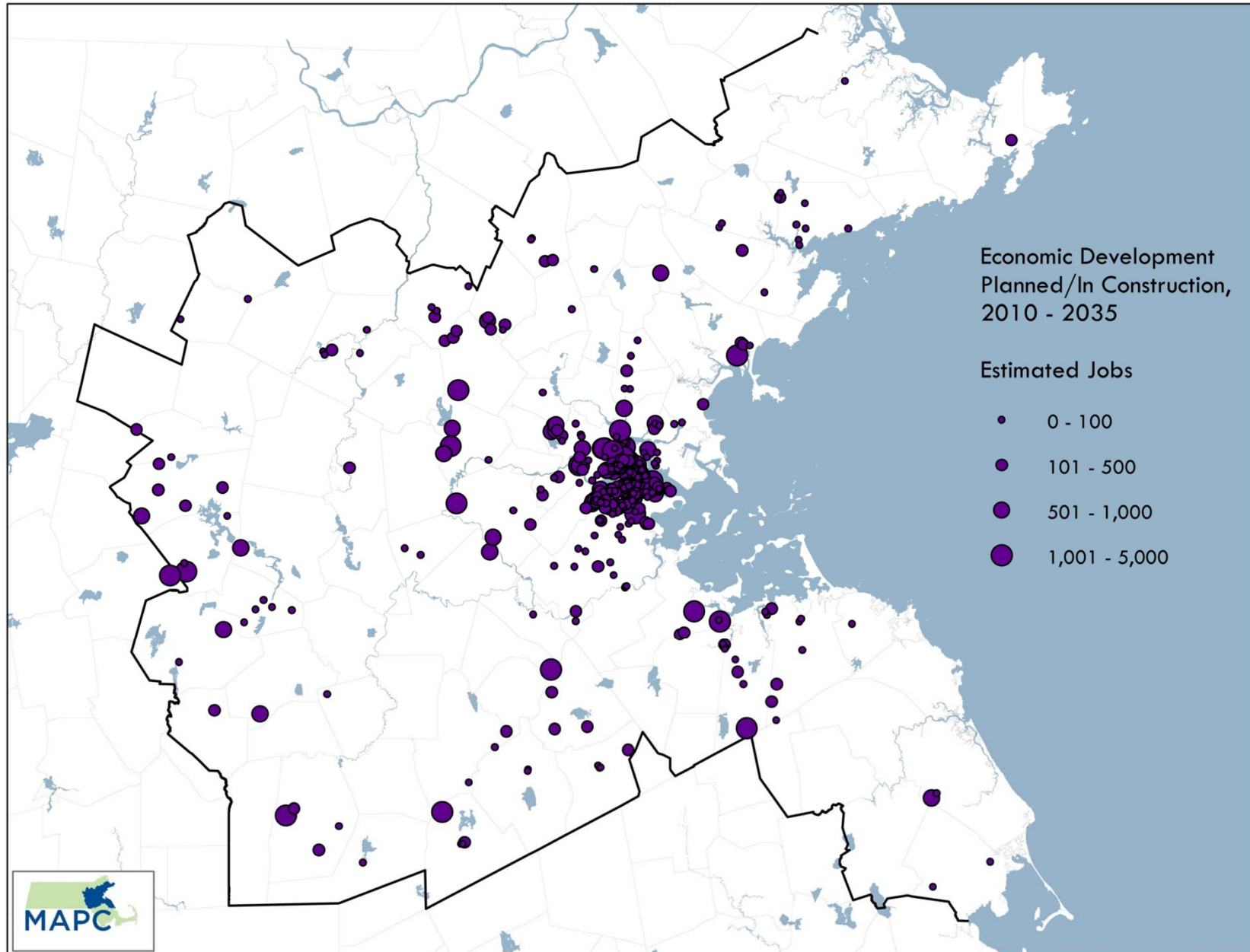


Economic Dev't in Place – Inner Core



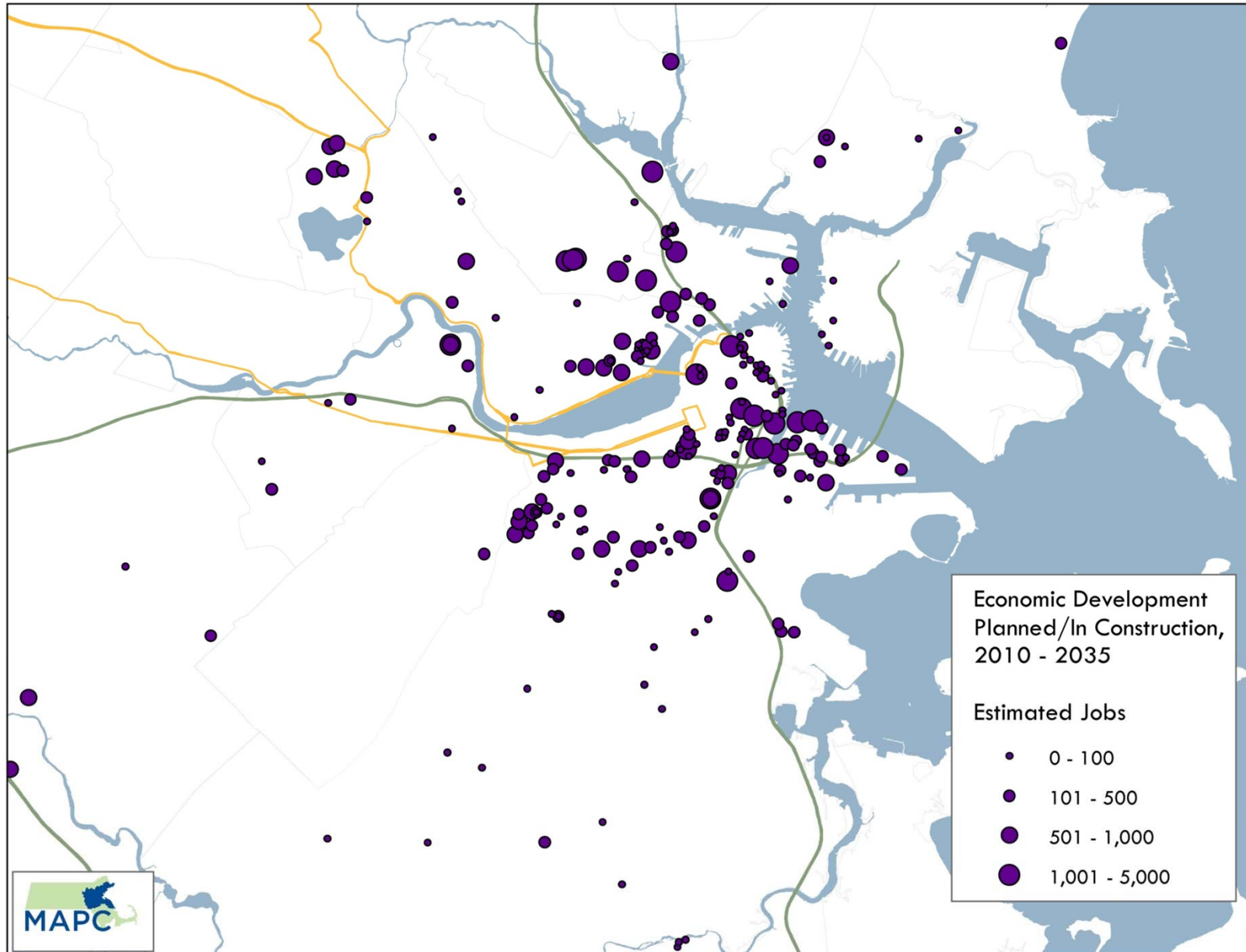


Economic Dev't Planned / Discounted





Economic Dev't Planned / Discounted





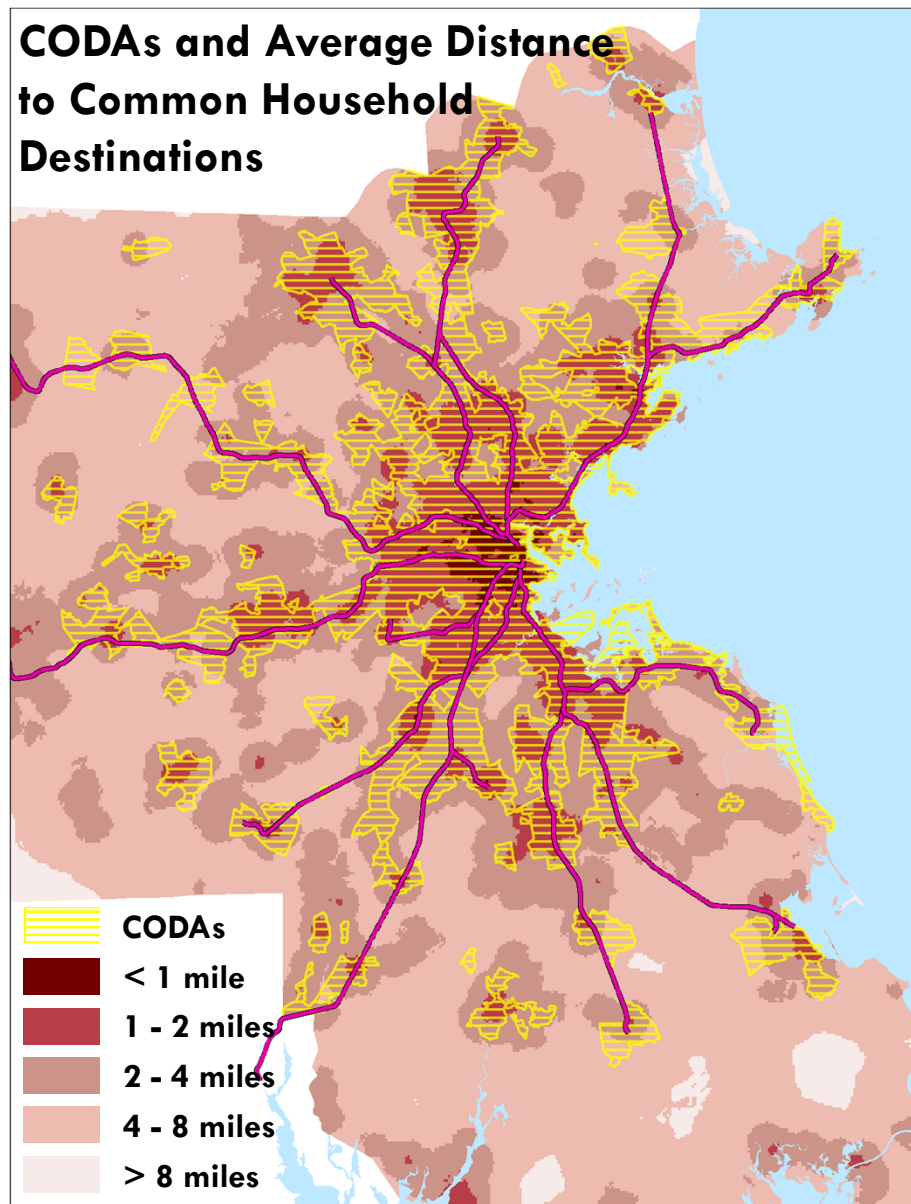
Projections Methodology

- Allocate discounted HU / Employment to TAZ, by decade
- Allocate remainder of growth according to MetroFuture distribution
- In 2030 & 2035, planned/discounted employment exceeds regional growth; accommodated by employment declines in Non-CODA TAZs (see next slide)



Community Oriented Development Areas

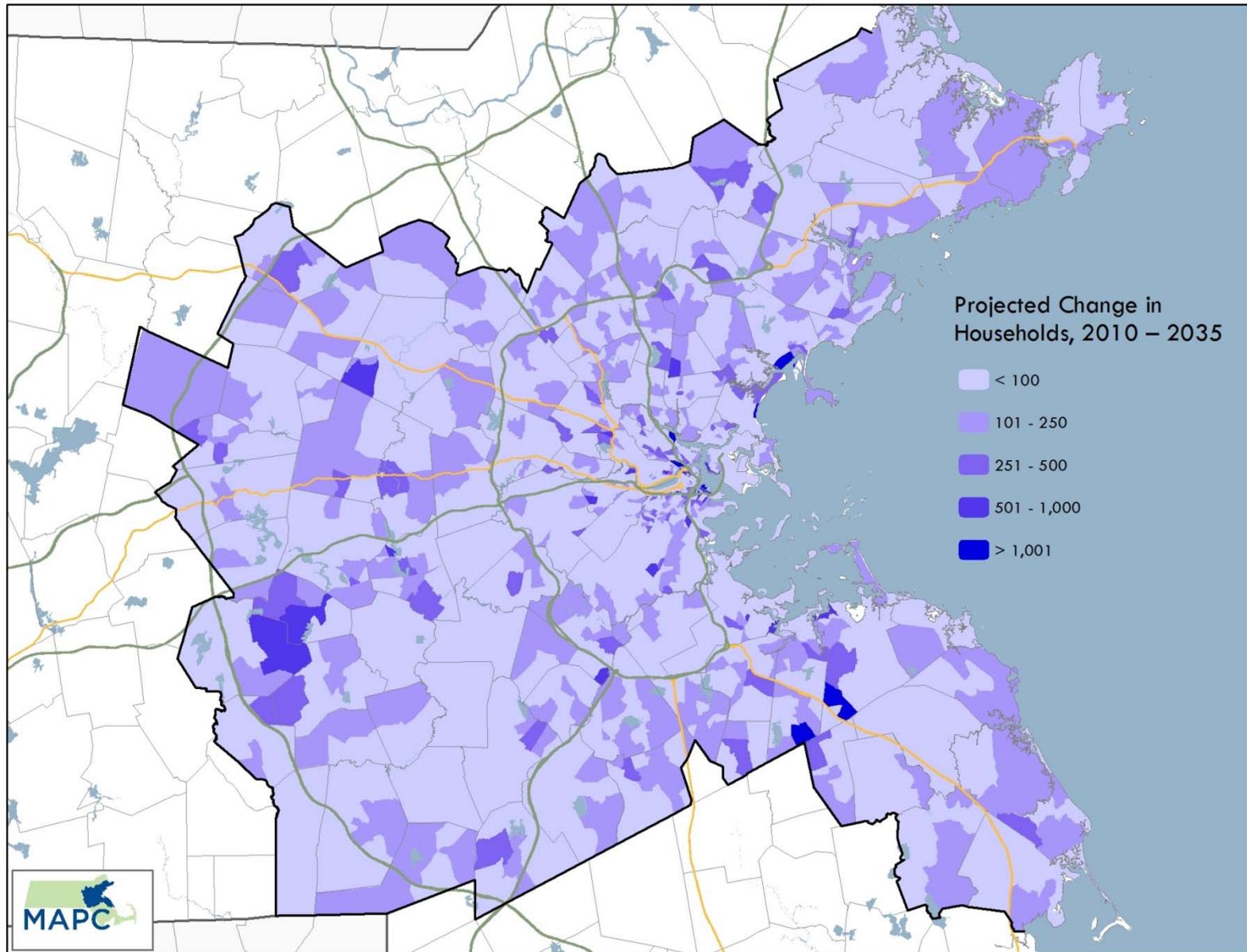
- CODA location based on:
 - Access to transit
 - Water/sewer infrastructure
 - Population & employment density
 - Development opportunities



Source: US Census, MA RMV, MassGIS, MAPC analysis

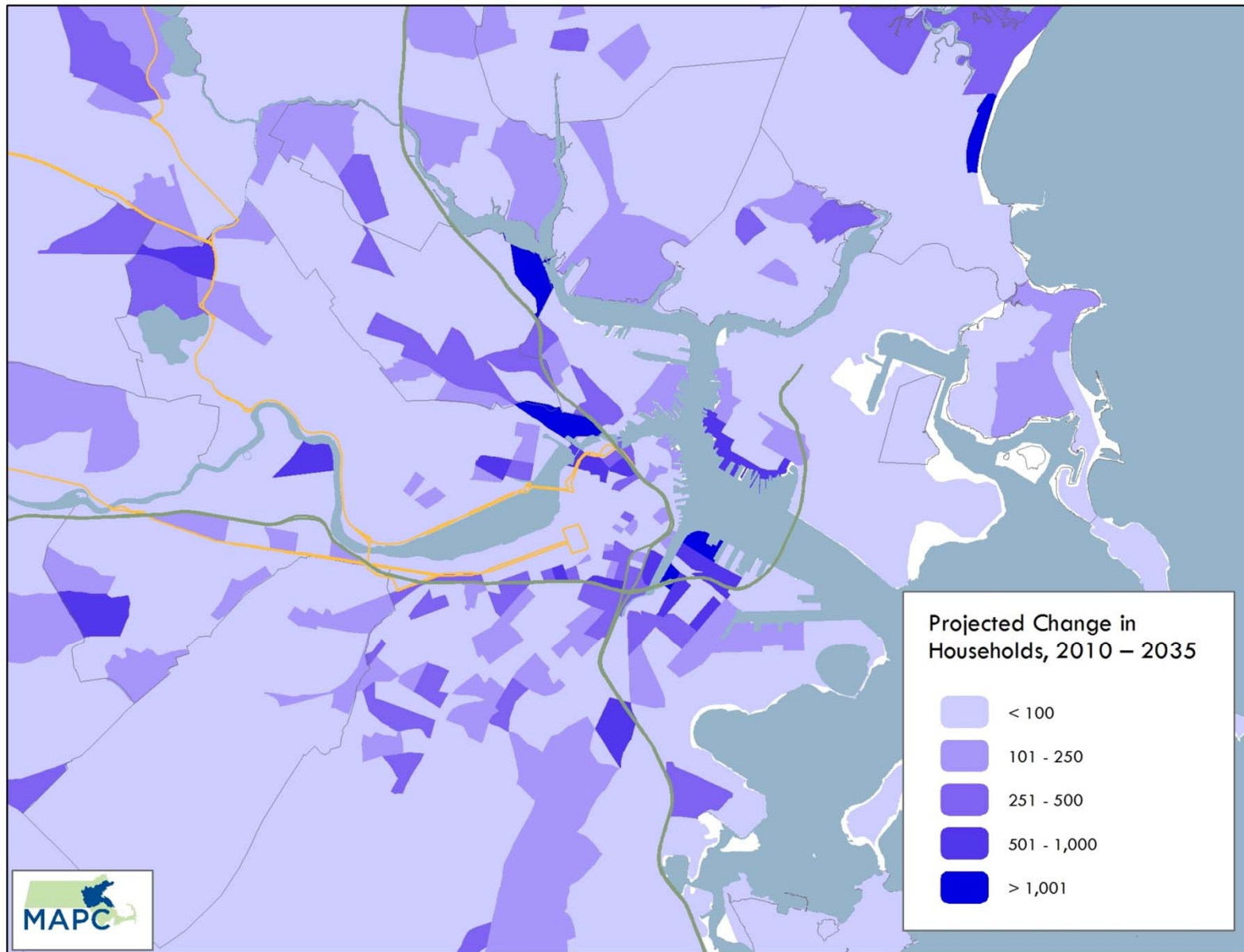


Household Growth, 2010 - 2035

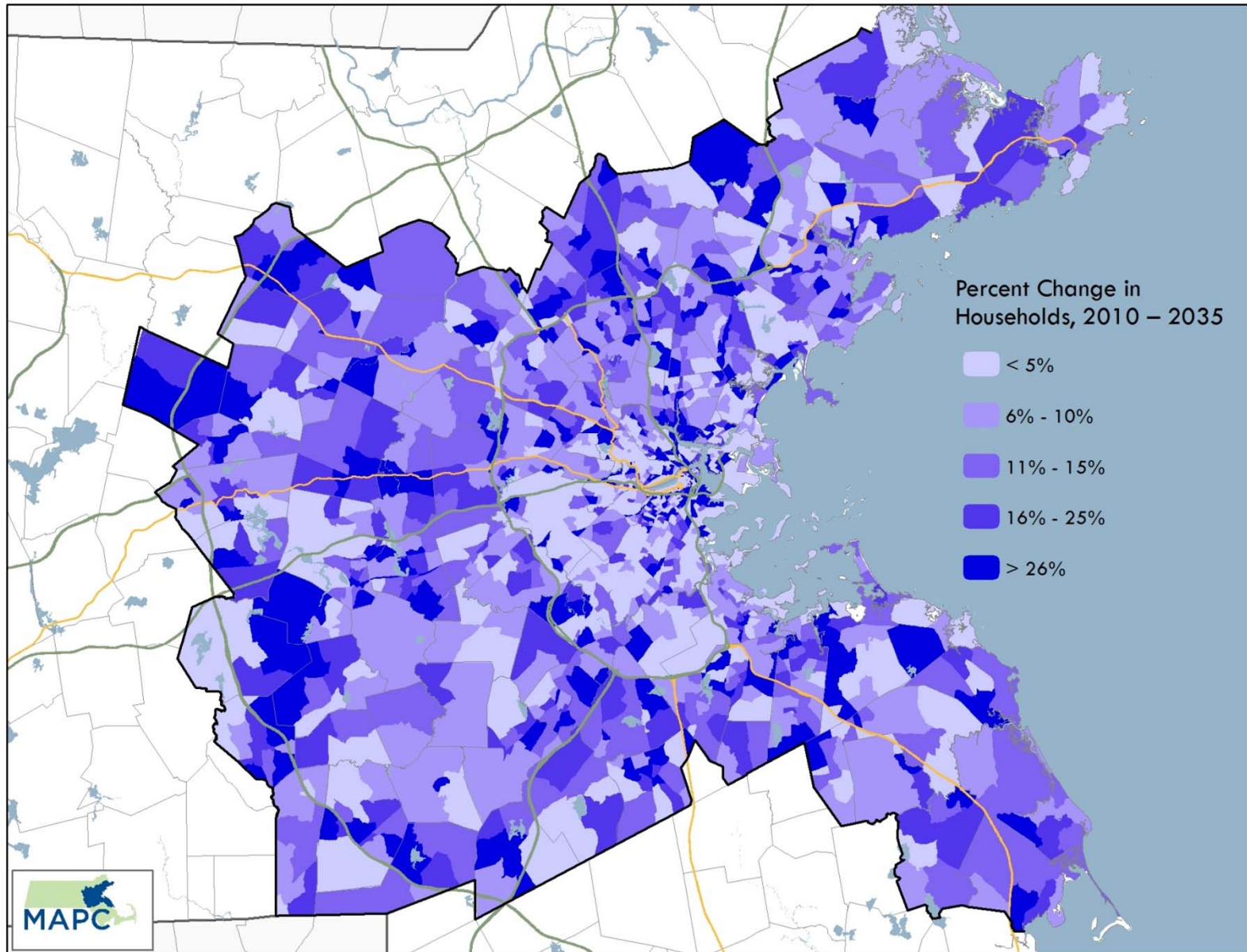




Household Growth, 2010 - 2035



MAPC % Household Growth, 2010 - 2035



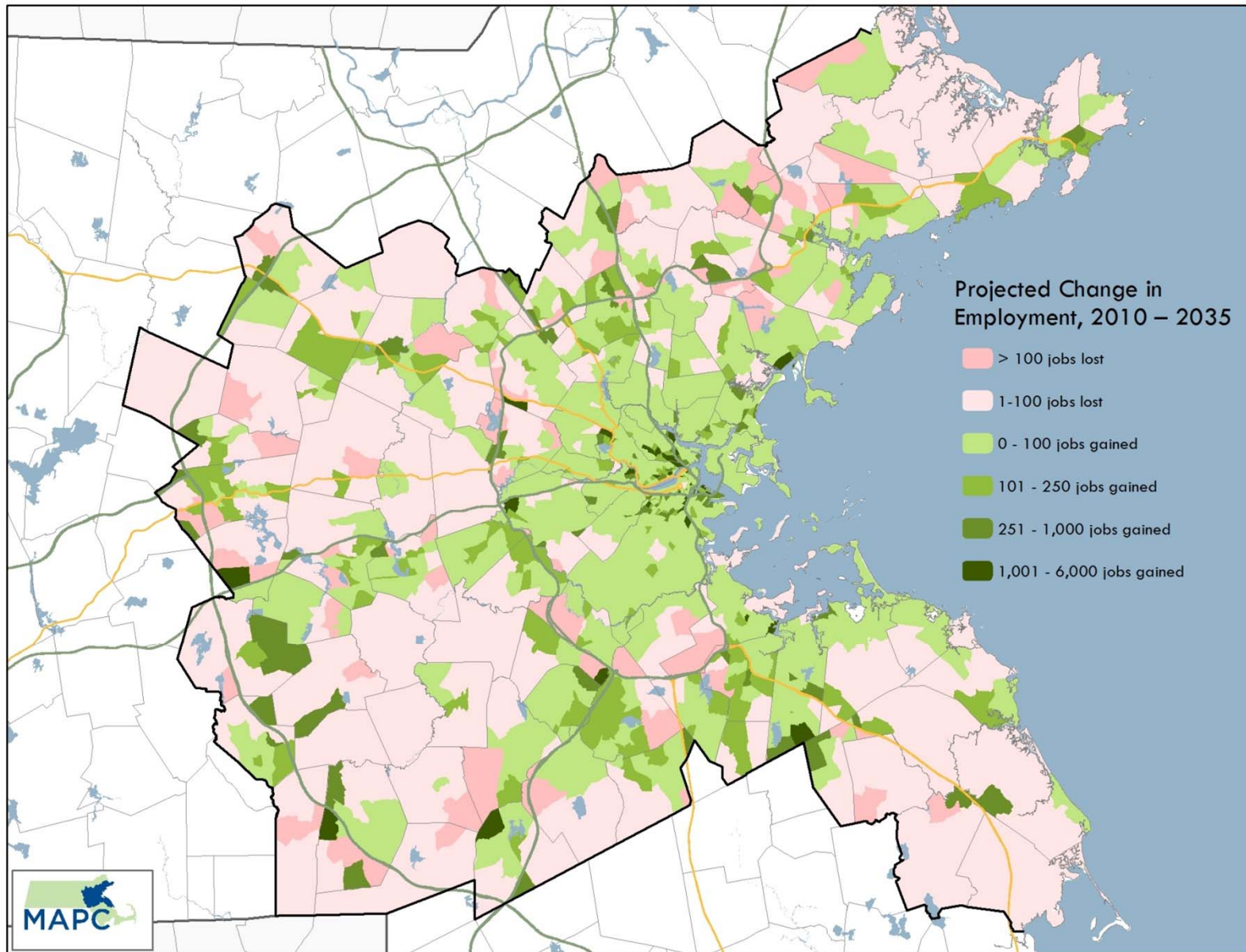


Household Growth by Community Type

Community Type	Households 2010	Households 2035	Household Change 2010 - 2035	Share of Household Growth
Inner Core	597,129	677,134	80,004	44%
Regional Urban Centers	236,382	263,318	26,936	15%
Maturing Suburbs	360,037	417,462	57,425	32%
Developing Suburbs	116,506	131,949	15,443	9%
Grand Total	1,310,054	1,489,863	179,809	100%

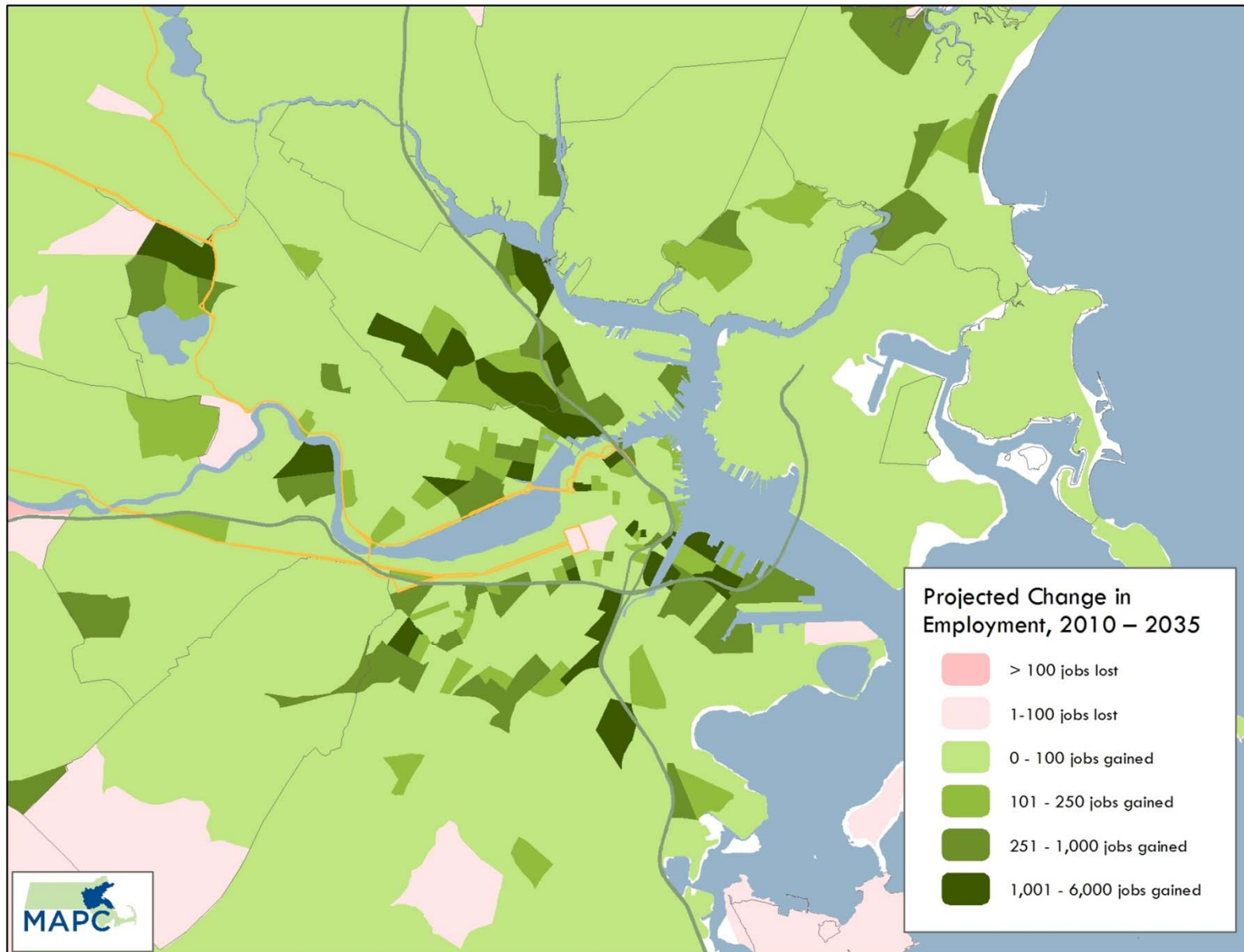


Employment Change, 2010 - 2035





Employment Change, 2010 - 2035





Employment Growth by Community Type

Community Type	2010 Employment	2035 Employment	Employment Change 2010 - 2035
Inner Core	896,246	998,780	102,534
Regional Urban Centers	303,643	321,200	17,557
Maturing Suburbs	462,481	484,104	21,623
Developing Suburbs	131,030	132,916	1,886
Grand Total	1,793,400	1,937,000	143,600