

The background image is a composite. The top portion shows a city skyline with several skyscrapers under a blue sky with light clouds. The bottom portion shows a train on tracks, with a person standing on a platform to the right. The text is overlaid on this image.

Transportation Planning  
in the Boston Region

**BE INFORMED**

**BE INVOLVED**



The Boston Region Metropolitan Planning Organization (MPO) invites you to be informed about and involved in the future of transportation in the Boston region.

## Be Informed

- Check the MPO's Web site: [www.bostonmpo.org](http://www.bostonmpo.org)
- Join the MPO's e-mail list service: **MPOInfo**
- Subscribe to the MPO's newsletter: **TRANSREPORT**

## Be Involved

- **Attend:**
  - Meetings
  - Workshops
  - Seminars
- **Contact or visit us:**

**Boston Region Metropolitan Planning Organization**  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Telephone: (617) 973-7100

Fax: (617) 973-8855

TTY: (617) 973-7089

E-mail: [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)

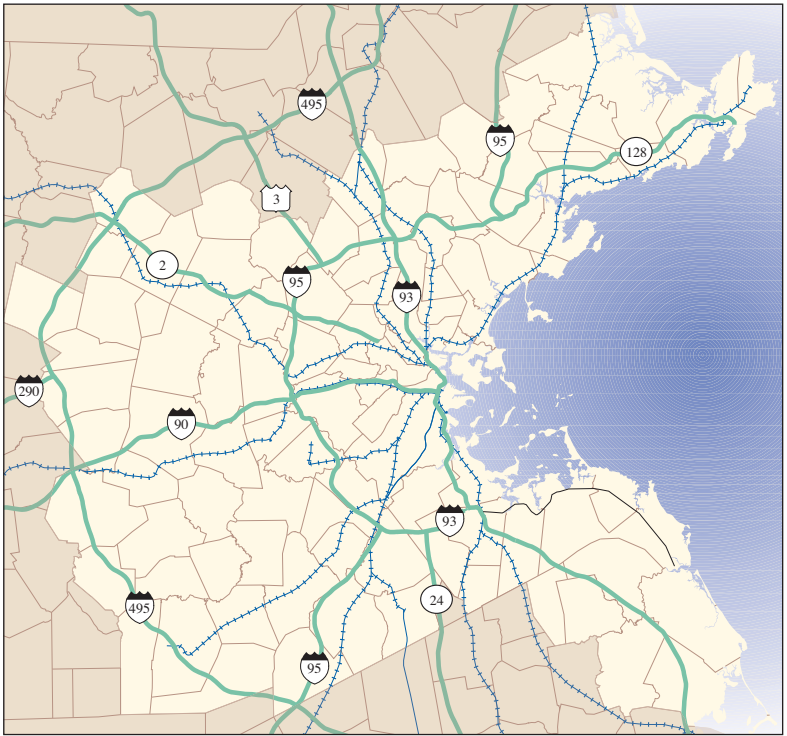
Web site: [www.bostonmpo.org](http://www.bostonmpo.org)

Transportation planning is not simply a technical process. To be successful, it must be a collaborative effort, relying on information and guidance from active public participation.

Your ideas can help the Boston Region Metropolitan Planning Organization as it develops plans and programs funds to build and improve the region's transportation system.

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The MPO area has:

- 3 million residents
- 1.8 million jobs
- 23,000 lane-miles of roads
- 8.97 million vehicle trips a day
- 79 million vehicle-miles of travel a day
- 1.2 million transit trips a day
  - 699,000 rapid transit and streetcar trips on 6 lines
  - 376,000 bus and trackless trolley trips on 170 bus routes and 4 trackless trolley routes
  - 142,000 commuter rail trips on a 365-mile, 13-line system
  - 5,000 commuter boat boardings a day
- 68 miles of regional bicycle trails

## The Boston Metropolitan Area

The Boston Region Metropolitan Planning Organization area consists of 101 cities and towns in eastern Massachusetts encompassing approximately 1,405 square miles. It falls predominantly within the 20-mile radius extending from the city of Boston to the communities along Interstate 495. The diverse communities that compose it range from relatively rural communities to the urban centers of Boston and Cambridge.

Over 3 million people live in the region, and 1.8 million work here. They have different transportation needs requiring solutions designed to fit diverse demographic, cultural, environmental, and mobility situations.

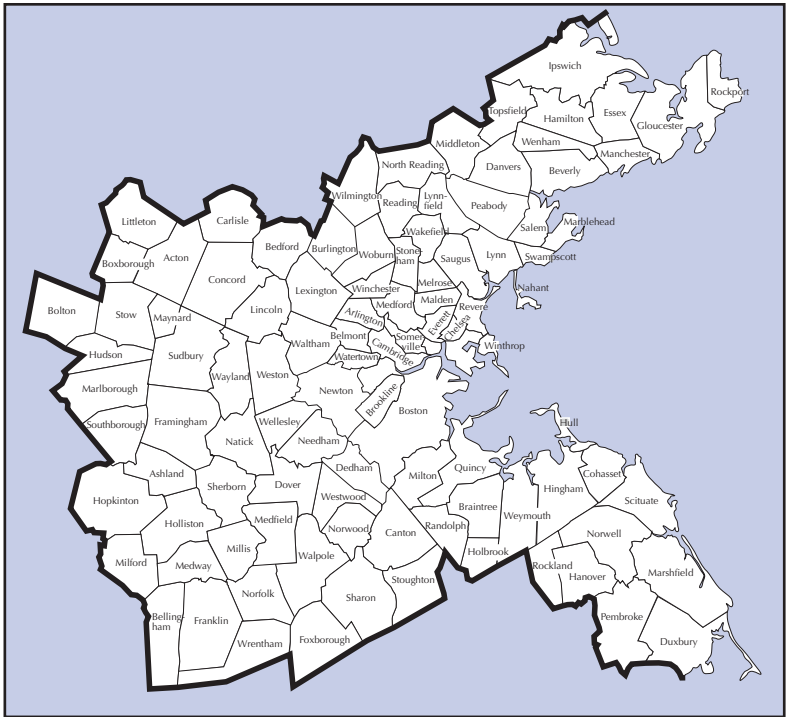
### Transportation Network

#### *Roads and Bridges*

There are 23,290 lane-miles of interstate highways, arterials, collector roads, and local roads, and 1,500 bridges in the region.

#### *Transit*

The area is served by a hub-and-spoke-configured network of rapid transit, streetcar, express bus, commuter rail, and commuter boat services, providing for over 1.1 million transit trips each day. Local bus and trackless trolley routes connect the spokes, offering feeder service to rail and linking suburbs. Demand-responsive transportation, in addition to the fixed-route service that is accessible, is provided for the elderly and persons with disabilities.



## Who Are the MPO Members?

The MPO is a cooperative board of 14 state, regional, and municipal members. They are:

### State Transportation Agencies

- Executive Office of Transportation and Public Works
- Massachusetts Bay Transportation Authority
- Massachusetts Highway Department
- Massachusetts Port Authority
- Massachusetts Turnpike Authority

### Regional Organizations

- Metropolitan Area Planning Council
- Massachusetts Bay Transportation Authority Advisory Board

### Municipalities

- City of Boston
- Three elected cities
- Three elected towns

### Nonvoting Members

- Regional Transportation Advisory Council
- Federal Highway Administration
- Federal Transit Administration



## What Is the Boston Region MPO?

Metropolitan planning organizations are established in urbanized areas across the nation to implement a continuing, comprehensive, and cooperative (3C) transportation-planning process in each area. This process is federally required. In conducting the 3C process for the area, the Boston region's MPO is responsible for setting policies and for allocating funds to roadway, bicycle, pedestrian, and transit projects that preserve existing infrastructure in a state of good repair, improve the system to enhance service and mobility, and expand the system to add capacity.

### Funding

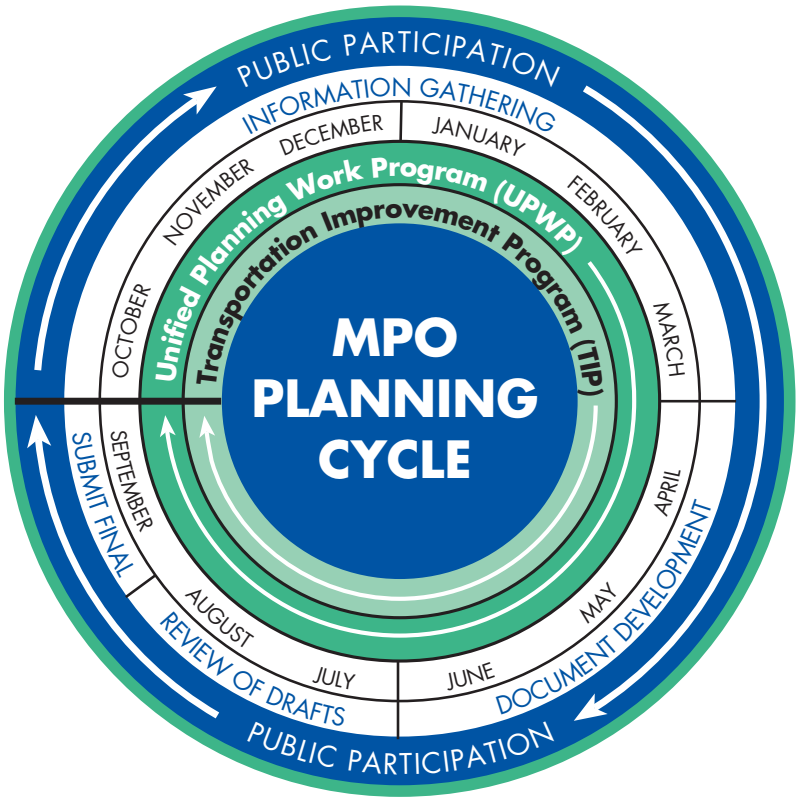
The MPO decides how to allocate federal funds for transit projects and both state and federal funds for roadway projects and for bicycle and pedestrian projects. According to the current long-range plan, the MPO will use 90 percent of the MBTA's future transit capital funding for system infrastructure maintenance and will use 10 percent for expansion. In the case of roadways, the MPO will use 70 percent of the funds for preservation and improvement of the system and 30 percent for expansion.

### Transportation Planning and Programming Committee

Much of the work of the MPO is conducted by its Transportation Planning and Programming Committee, which consists of representatives of the MPO's voting members and a representative of the Regional Transportation Advisory Council. The committee makes recommendations to the MPO on what actions are warranted.

### MPO Staff

The Central Transportation Planning Staff develops certification documents and conducts regional transportation modeling, transit planning, and transportation studies for the MPO. It also supports the MPO's committees.



## Public Participation in the Planning Cycle for Annual Certification Documents



## What Does the MPO Do?

### Certification Documents

The MPO's planning for transportation system improvements is detailed in three documents that are required in order for the region to be certified as eligible to receive federal transportation funds:

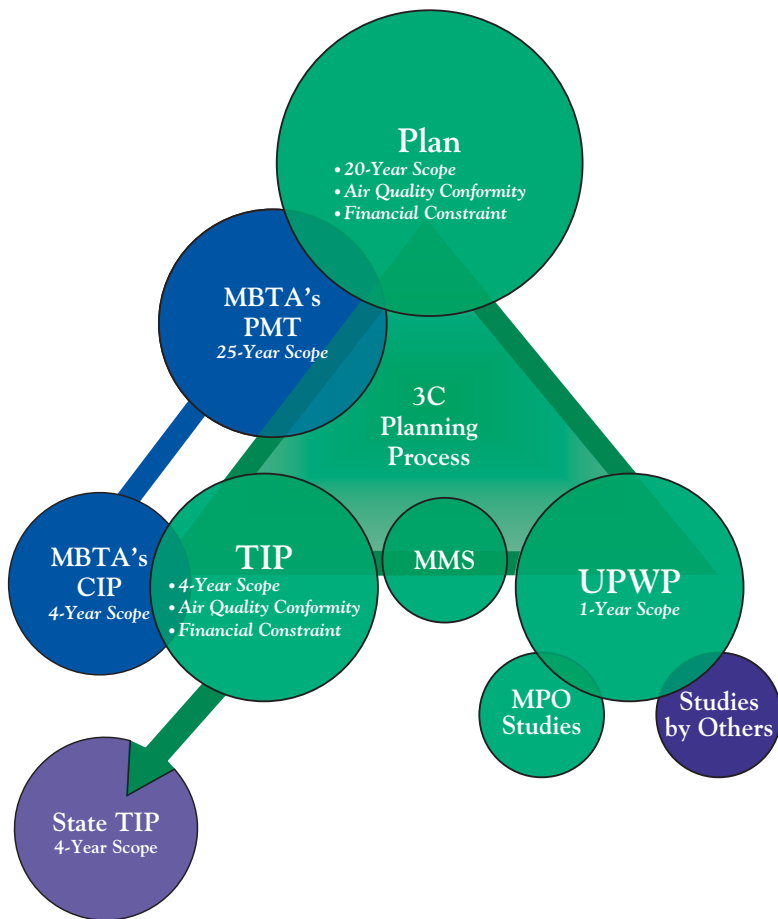
**The Regional Transportation Plan ("Plan")** explains the MPO's transportation policies and goals, assesses the current state of the region's transportation system, estimates future needs and resources, and lays out a detailed program for preserving and expanding the system over a period of 20 or more years.

**The Transportation Improvement Program (TIP)** implements the Plan by allocating funding for transportation system improvements over a four-year period. A project must be in the TIP in order to receive federal funds.

**The Unified Planning Work Program (UPWP)** outlines the planning activities and budget of the MPO for the year.

The MPO conducts an extensive public-participation program during the development cycle of these documents and other MPO products.

Updates of the UPWP and TIP are submitted to the Federal Highway Administration and Federal Transit Administration before the end of each federal fiscal year (September 30); the Plan is submitted every four years. The certification documents are posted on [www.bostonmpo.org](http://www.bostonmpo.org).



## Relationship of MPO Certification Documents to Other Transportation-Planning Documents

## Other Transportation-Planning Activities

In addition to preparing the certification documents, the MPO conducts other planning for the region:

**Traffic, transit, and bicycle/pedestrian studies** (area, corridor, and problem-specific) are conducted with MPO funds or under contract with transportation agencies or municipalities.

The **Congestion Management Process (CMP)** in this region is known as the Mobility Management System. The MPO uses it to evaluate the transportation system's performance, identify mobility concerns, and make recommendations for improvements.

**Modeling** of the transportation system to assess the air quality benefits, user benefits, and overall effect of alternative improvements to the system is central to the MPO's planning work.

**Data collection and analysis** support MPO planning as well as other transportation-planning work in the region.

## Coordinated Planning

The transportation agencies involve the MPO in their planning activities and keep it informed of the results and recommendations of their planning studies.

Many planning documents of the agencies and the MPO's certification documents are interrelated. The MBTA's Program for Mass Transportation (PMT) is the foundation of the transit element of the Plan; the MBTA's Capital Investment Program (CIP) informs the transit element of the TIP. The State Transportation Improvement Program is built from all the TIPs of the state's metropolitan planning organizations. MassHighway's state planning documents frequently refer to or relate to work conducted by the MPO.





## Be Informed, Be Involved

### Your Ideas Shape the Region's Transportation System

The goal of continuing, comprehensive, and cooperative planning is to develop and sustain a transportation system that meets regional needs and goals. In a cooperative planning process, the contributors to the plans must include those who live and work in the region. The MPO wants your advice on how best to allocate transportation resources to:

- Move people and goods efficiently
- Improve safety and security
- Protect air quality
- Support sustainable development
- Make transportation a benefit to communities

To learn how to be part of the planning process, read on.



## How to Be Informed

### Web Site

Visit [www.bostonmpo.org](http://www.bostonmpo.org) for:

- Links to a meeting calendar, agendas, and meeting minutes reporting on the activities of the MPO and its committees
- The Regional Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program
- Reports on studies conducted by the MPO, with direct links to the project managers
- Links to transportation agencies
- Useful planning tools and data, including interactive geographic information system (GIS) mapping of the region with information on projects

### TRANSREPORT

Read the MPO's monthly newsletter, *TRANSREPORT*, available by mail, by e-mail, and at [www.bostonmpo.org](http://www.bostonmpo.org).

### E-mail

Receive information in e-mails via the MPO's one-way list service, MPOInfo. Meeting notices and press releases on important MPO activities are distributed in this way. To be added to the list, contact [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org).

### Telephone

To contact the MPO by telephone, call (617) 973-7100 or, for TTY, (617) 973-7089.





## How to Be Involved

### Contact the MPO

Tell us your views:

- Comment through the “Contact Us” link on our home page at [www.bostonmpo.org](http://www.bostonmpo.org)
- E-mail comments to [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)
- Write to the address on the back cover
- Telephone the MPO at (617) 973-7100 or, for TTY, (617) 973-7089

### Join the Discussions at Meetings

All MPO meetings and workshops are open to the public, and time is set aside to hear your views.

- **MPO/Transportation Planning and Programming Committee** – The MPO meets as needed for important decision-making and to approve MPO documents. Its Transportation Planning and Programming Committee handles day-to-day technical and policy matters. The committee typically meets the first and third Thursdays of each month at 10:00 A.M. in the State Transportation Building in Boston.
- **Regional Transportation Advisory Council** – The monthly forum for public input into MPO decision-making includes citizens, trade and interest groups, agencies, and municipalities as members. The Advisory Council meets the second Wednesday of each month at 3:00 P.M. in the State Transportation Building. It also organizes field trips, including visits to sites potentially affected by transportation-project and -policy choices.

- **Public workshops and forums** – The MPO sponsors sessions specifically designed for public participation. There is outreach during the development of the planning documents and during their public comment period. In addition, seminars and forums are conducted to support regional transportation decisions. Public discussions are opportunities not only to receive public input, but also to provide updates on current activities in regional transportation planning.
- **Seminars for municipal officials** – Local planning and highway departments are important MPO “clients.” They are responsible for initiating many highway, bridge, enhancement, transportation-demand-management, and suburban-mobility projects in the region. Through seminars that offer one-on-one communication with MPO members and staff, officials learn about how to advance their projects through the planning and programming process.
- **Environmental justice** – Considering equity in transportation plans and programs is an integral part of continuing MPO work. To ensure that the voices of low-income and minority communities are heard, the MPO established the Regional Equity Program, a process for gathering input on environmental justice.
- **Access Advisory Committee to the MBTA (AACT)** – This committee provides input directly to the region’s transit authority, the MBTA, advising it on accessibility issues and other matters of importance to the MPO region’s disability community. AACT is also involved in the MPO’s public-participation process.
- **MPO member activities** – Some members of the MPO, principally the transportation agencies and the regional-organization members, conduct public-involvement activities for their own initiatives. MassHighway and the MBTA hold meetings to discuss projects they are developing. The Metropolitan Area Planning Council (MAPC) sponsors regional discussions on issues that are often linked to trans-

portation. The monthly meetings of the eight MAPC subregional groups, attended by representatives of municipalities (selectmen, planners, citizen activists), are forums at which transportation is frequently discussed.

- **Other organizations** – There are numerous other regional, local, and professional groups with an interest in transportation. Becoming active in one boosts your capability to promote your views.

Please visit [www.bostonmpo.org](http://www.bostonmpo.org) for a monthly meeting calendar.





## Frequently Asked Questions

### ***What part does public involvement play in the MPO planning process?***

The ongoing regional transportation-planning process relies on public participation to gather input and guidance for studies and certification documents. The MPO actively solicits information and receives and responds to comments year-round by phone, e-mail, and U.S. mail, and at public meetings. Draft certification documents are developed by the Transportation Planning and Programming Committee from late spring to early summer. The committee releases draft documents for a midsummer public review period. The MPO finalizes the certification documents in late summer.

### ***What part does public involvement play in the development of a specific transportation project?***

Each transportation project, whether roadway, bicycle path, or transit facility, has an extensive development process with public involvement at each step. The process starts with a project concept and continues with identifying and studying alternatives, designing a chosen alternative, conducting environmental review, and funding the project. At the conceptual stage, public involvement helps to define the scope of a project. The choosing of the preferred alternative for a project is done with the help of public commentary. While a project is in design, public input supplements engineering expertise with invaluable local knowledge. All transportation projects undergo an environmental assessment (some projects have extensive environmental review) in which the public aids in identifying issues and mitigation strategies to address them. When a project is ready to be funded, public involvement informs the MPO's funding priority process.

### ***Who decides when and where road construction is done?***

The MPO prioritizes and allocates federal funding for projects. Generally, cities and towns (for low-capacity

roads) or MassHighway (for large projects and bridges) are the proponents for roadway projects. Maintenance needs are usually identified through monitoring systems, while the need for additional capacity (to accommodate more vehicles) is identified through planning studies.

***Who decides when and where expansion of the transit system occurs?***

The MBTA, the Cape Ann Transportation Authority, the MetroWest Regional Transit Authority, and other transit agencies monitor the performance of their systems and conduct studies to identify unmet needs and new markets for transit service. Each potential expansion project undergoes an extensive planning process conducted by the transit agency's planning staff, consultants, and state planning officials in consultation with the public. Refined ideas are examined in detail in a major investment study to determine their feasibility. If a feasible preferred alternative emerges, the agency identifies funding, which may include funding from competitive programs of the Federal Transit Administration, such as its New Starts program.

***How is the Transportation Improvement Program (TIP) developed?***

For the highway program, the MPO allocates available funds to projects based on the TIP criteria: condition, safety, mobility, community and environmental impacts, land use, economic development, policy issues, regional equity, and the readiness of the project.

For the transit program, the MPO uses criteria from the MBTA's five-year Capital Investment Program to identify projects that help promote the MPO's planning goals.

***Where does the money come from?***

The funding for transportation plans and projects comes from a variety of sources, including the federal government, the state government, special authorities, assessment districts, local government contributions, and tolls.

Federal funds, from the Federal Highway Trust Fund (federal gas tax) and supplemental general funds, are first

transferred to the state and then distributed to metropolitan areas.

### ***How are municipalities elected to the MPO?***

Seven of the 14 MPO members are municipalities. The City of Boston is a permanent member, and the other 6 municipal members, 3 cities and 3 towns, are elected. Two MPO seats (1 city and 1 town) are elected each year to three-year terms. The MPO election is held at the Metropolitan Area Planning Council's annual spring meeting and is administered by MAPC and the MBTA Advisory Board.

### ***Why and when was the MPO established?***

The Federal-Aid Highway Act of 1962 created the key federal requirement for urban transportation planning. It mandated that, in order to receive federal funds, transportation projects in urbanized areas with a population of 50,000 or more must derive from a continuing, comprehensive transportation-planning process undertaken cooperatively by state and local governments.

In January 1973, a framework for regional transportation planning in the Boston area was institutionalized when a memorandum of understanding established that the MPO agencies would:

- Work together on the federally required transportation-planning process
- Establish a Joint Regional Transportation Committee (now known as the Regional Transportation Advisory Council) to ensure citizen participation in regional transportation planning
- Work together to prepare federally mandated planning documents
- Establish a joint technical staff to support decision making (the Central Transportation Planning Staff)

In 1997, the MPO expanded to include the Massachusetts Turnpike Authority, the City of Boston, and six municipalities (three cities and three towns serving elected terms).





## Glossary of Transportation Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Regional Transportation Advisory Council** - Independent group of citizens and officials that advises the MPO on transportation issues and reviews the Regional Transportation Plan, Transportation Improve-

ment Program, and Unified Planning Work Program. Member entities include government agencies, local communities, and civic and private associations with an interest in transportation planning.

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

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

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

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

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

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

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

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

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

**TMA (Transportation Management Area)** - Defined by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) as any urban area over 200,000 in population. Within a TMA, all trans-

portation plans and programs must be based on the 3C process.

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

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

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

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



## Contact Information

**Boston Region Metropolitan Planning Organization;  
Central Transportation Planning Staff**

[www.bostonmpo.org](http://www.bostonmpo.org)

[publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)

**Executive Office of Transportation and Public Works**

[www.eot.state.ma.us](http://www.eot.state.ma.us)

**Massachusetts Bay Transportation Authority**

[www.mbta.com](http://www.mbta.com)

**Cape Ann Transportation Authority**

[www.canntran.com](http://www.canntran.com)

**MetroWest Regional Transit Authority**

[www.mwrta.com](http://www.mwrta.com)

**Massachusetts Highway Department**

[www.state.ma.us/mhd/home.htm](http://www.state.ma.us/mhd/home.htm)

**Massachusetts Turnpike Authority**

[www.masspike.com](http://www.masspike.com)

**SmarTraveler**

[www.smartraveler.com](http://www.smartraveler.com)

**MassRIDES**

1-888-4-COMMUTE

[www.commute.com](http://www.commute.com)

**Massachusetts State Transportation Library**

[www.stlibrary.org](http://www.stlibrary.org)

**Metropolitan Area Planning Council**

[www.mapc.org](http://www.mapc.org)

**Massachusetts Port Authority**

[www.massport.com](http://www.massport.com)

**Massachusetts Registry of Motor Vehicles**

[www.state.ma.us/rmv](http://www.state.ma.us/rmv)

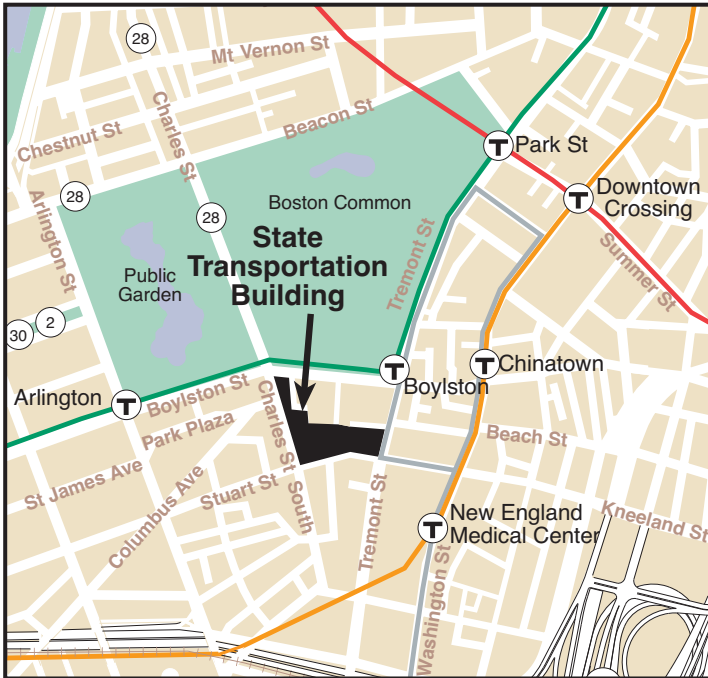
**Federal Transit Administration**

[www.fta.dot.gov](http://www.fta.dot.gov)

**Federal Highway Administration**

[www.fhwa.dot.gov](http://www.fhwa.dot.gov)

# Contact the Boston Region MPO



## Boston Region Metropolitan Planning Organization

State Transportation Building

10 Park Plaza, Suite 2150

Boston, MA 02116

Telephone: (617) 973-7100

Fax: (617) 973-8855

TTY: (617) 973-7089

E-mail: [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)

[www.bostonmpo.org](http://www.bostonmpo.org)