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STATEWIDE TRANSPORTATION PLANNING STRUCTURE

In 1962, the United States Congress passed legislation that required the formation of Metropolitan Planning Organizations (MPOs) for urbanized areas with a population of 50,000 or more. These MPOs were and still are charged with ensuring that existing and future transportation expenditures are based on a continuing, cooperative, and comprehensive (also known as the 3C) regional planning process. This was primarily accomplished through the establishment of long range-Regional Transportation Plans (RTPs), which outline each region's vision and needs for the future; Transportation Improvement Programs (TIPs), financially constrained documents that program and fund transportation projects in each region; and Unified Planning Work Programs (UPWPs), which define and fund the planning functions for the MPO, staff, and other regional-level planning efforts. MassDOT is responsible for compliance and oversight of the MPO 3C processes, as well as formation of the State's Transportation Improvement Program. A representative of MassDOT is also a voting member of each MPO.

2013 OFFICE OF TRANSPORTATION PLANNING (OTP) TITLE VI PLANNING SUBPROGRAM

MassDOT's Office of Transportation Planning maintains a Title VI "Subprogram" document that outlines Title VI compliance within that MassDOT department apart from MassDOT's Title VI Program. The text that follows is the current draft of the OTP Title VI Subprogram, from 9-26-13.

This document guides the integration of Title VI considerations into the work done by the Massachusetts's Department of Transportation's (MassDOT's) Office of Transportation Planning (OTP). For many groups within the department, it is a formalization and documentation of current practices, while for other groups, it identifies new tasks and goals for ensuring that Title VI is a part of all work done by the department. This subprogram was developed in coordination with the Office of Diversity and Civil Rights (ODCR) in 2013 and will be revised and updated annually. Substantive revisions will be referenced in MassDOT's Annual Title VI Accomplishments Report and Work Plan for the Federal Highway Administration

(FHWA). It will also be included in triennial Title VI program submission by MassDOT to both FHWA and the Federal Transit Administration (FTA).

A. IMPROVED COORDINATION WITH THE OFFICE OF DIVERSITY AND CIVIL RIGHTS

OTP and ODCR work closely together to establish responsibilities and to schedule a variety of Title VI compliance related tasks to be undertaken each year. OTP staff will continue to serve as a source for technical assistance including GIS mapping and email list serve management for outreach. MPO liaisons from OTP, well versed in Title VI compliance needs and strategies, afford MassDOT an opportunity for regular recurring coordination with the MPO regions on Title VI compliance and the provision of technical assistance. Liaisons take an active role in making sure that Title VI considerations are addressed in all MPO work and that tasks are appropriately defined in Unified Planning Work Programs (UPWPs).

OTP will also participate in the annual review of MPO Title VI reporting submissions and highlight their findings for ODCR. Beginning in FY2013, ODCR will attend the Transportation Managers Group (TMG) meeting in November to highlight possible updates and changes in the field of Title VI, to provide guidance regarding upcoming MPO annual Title VI reports, and to field questions. Following that, ODCR and OTP will meet and coordinate on responsibilities and tasks going forward. A subsequent meeting in December will address any issues that arise from the MPOs. Before MPO annual Title VI report submissions are due in January, MPO liaisons will provide support and oversight for MPOs and assist them with their submissions if necessary. After the submissions are complete, the liaisons will do a preliminary review, provide ODCR with written impressions and suggested remedies regarding areas of concern, and review the benefits and burdens analysis of MPO projects. OTP will then meet with ODCR to discuss all of the submissions. Formal findings and recommendations will be provided to each region by ODCR. ODCR and OTP will follow-up with the MPOs in the spring to present overall findings from the annual review.

A.1 Public Participation Plan

OTP will follow the MassDOT Public Participation Plan for all public outreach.

See <http://www.massdot.state.ma.us/OfficeofCivilRights/TitleVI.aspx>

A.2 Language Access Plan

OTP will follow the MassDOT Language Access Plan for all public-facing tasks and work products.

See <http://www.massdot.state.ma.us/OfficeofCivilRights/TitleVI.aspx> for FHWA and FTA Language Access Plans

B. ENHANCED MAPPING & GIS ANALYSIS

B.1 Online Mapping Tool

OTP is currently working with a consultant to create a web-based mapping application. This tool will help shape public outreach activities by providing information regarding demographics and language needs and will include contact information to individual and organizational stakeholders in or near a project location or the location of a public participation opportunity. OTP has completed initial mapping of minority, low-income and LEP populations across the Commonwealth and has worked with MPOs to identify stakeholders in each community. OTP has worked with the MPOs to develop a more thorough and comprehensive list of community organizations and advocacy groups, including institutions such as community health centers, YMCAs, houses of worship, etc. ODCR has provided each MPO region with spreadsheets of registered not-for-profit organizations and with instructions on how to filter this data to identify previously unknown individuals and organizations to include in outreach. These lists will be updated annually. Following the creation of the online mapping tool, there will be training for MassDOT users so that they can use it most effectively when planning for public outreach.

B.2 Benefits and Burdens Mapping

OTP is developing a benefits and burdens analysis protocol to identify any possible disparities in project distribution and possible barriers to participation in the transportation project development process. Part of this process includes mapping components. For instance, OTP has created a map that shows all projects built since 2006, mapped against Title VI areas. This map allows for an analysis of the distribution of completed projects. Though this map was developed to address a specific request by FHWA, it will be updated and reviewed annually and will serve as our statewide review of projects programmed in the STIP. Review of this map is the first step in the analysis of benefits and burdens as

outlined later in this document. Using the map, MPOs will conduct a similar review of their own TIP projects each year.

B.3 Accessibility of Maps

OTP will take reasonable steps to offer mapping products in languages other than English, as indicated by the LEP Four Factor Analysis or by request. Currently maps offered online are .pdfs and are not translatable by users. OTP will also consider how maps might be designed at the outset to be more universally understandable for users, such as by using numbers and symbols instead of text, where appropriate. To further inform Factor 3 of the LEP Four Factor Analysis, OTP will survey staff and stakeholders to evaluate current reports and maps to determine which should be offered in translation.

The MassDOT Highway Division has convened a subcommittee of the ADA Transition Plan Working Group to develop the policies and procedures that will ensure web accessibility of documents produced by or for MassDOT and posted to the organizations webpage. These policies and procedures will guide the development of OTP's mapping products, where applicable.

C. REVIEW PLANNING STUDY SELECTION PROCESS FOR TITLE VI COMPLIANCE

The criteria for planning study selection and the development of the OTP annual work program are structured to avoid discrimination across Title VI protected categories.

C.1 Planning Study Selection for Statewide Planning and Research (SPR)

The selection of planning studies within OTP is predominantly centered on the annual Statewide Planning and Research (SPR) report. SPR is the federal funding that is provided to MassDOT for highway planning activities. Every year, this plan must be approved by FHWA.

To date, activities that are proposed in the SPR report are based on past work efforts and a solicitation for planning issues/needs among OTP managers. This approach incorporates federal planning factors and Title VI considerations. However, OTP is committed to formalizing this process to ensure that Title VI factors are fully considered and documented.

OTP's Administration group will formally request project ideas from managers. These ideas can be drawn from the approved statewide long range plan, modal plans, certification documents from MPOs, or corridor studies. These will be compiled by the Administration group. The Executive Director of Planning, Deputy Executive Director and group directors will convene a meeting where these project ideas will be considered for programming. This group will consider the mission of MassDOT (safety and customer focus); federal planning factors, and guidance from the relevant transportation authorization requirements. With these criteria, the group will use the appropriate Title VI mapping tools to conduct a geographic equity review and to finalize the projects selected for programming each year. Please note that this process will not fully account for all projects since priorities do arise during the year. However, OTP will make every effort to undertake a similar review as needed.

C.2 Study Selection for Research Group

For research study selection at MassDOT, OTP began to solicit ideas MassDOT-wide in 2012. This effort intended to gain a more diversified list of potential research topics. OTP will continue to follow this practice, and will review solicitations with previous submittals to see if they are capturing research topics that address Title VI issues. If not, OTP will consider outreach outside of MassDOT to gain these perspectives. As part of this MassDOT-wide solicitation, OTP will provide the maps that detail limited English proficiency and minority populations across MassDOT to help raise awareness among MassDOT employees. ODCR will be invited to have representation as a member of the Research selection committee and for any committees formed related to an RFR issued for research studies.

Title VI assurances will be included as a term of all research agreements with all our potential research partners. Any contractors will be provided with the maps that detail limited English proficiency, minority and low-income populations. They will be required to use them for analytical purposes as well as any outreach approach that is adopted.

C.3 Study Selection for Corridor Planning

The Office of Transportation Planning has added a work product for CY 2013 which is a review of the overall congestion levels along the major transportation corridors in the Commonwealth. Similar to the way the *Top 200 Crash Locations*

report issued by the Highway Division informs project selection, this report will then be used to identify the most congested corridors and to prioritize them for further study. As part of this effort, OTP will include a Title VI and environmental justice analysis to ensure that the congestion burden is not disproportionate, high, and/or adverse on minority or low-income populations. Final study topic selection will be based on a combination of factors including congestion, safety issues, other potential burdens on Title VI and environmental justice populations and the needs identified by the operating divisions of MassDOT and the Metropolitan Planning Organizations.

C.4 Study Selection for Long Range Planning

During initial study definition and selection, OTP staff will preliminarily evaluate potential study concepts for their impact – positive and negative – on Title VI communities. That evaluation will be a factor in deciding whether or not to pursue a certain study concept into formal planning. That decision and the factors that influenced it will be documented.

OTP will also continue to work with ODCR to update our DBE goals for consultant solicited studies.

On outreach regarding studies, policy documents or reports, OTP's language access activities will be determined by the LEP Four Factor Analysis. Our outreach will be designed around the findings of the LEP analysis and OTP will accommodate access as needed.

D. REFINE STUDY SCOPES TO INCLUDE TITLE VI

OTP staff will build language into study scopes for consultants to ensure that Title VI and environmental justice considerations are incorporated into all applicable phases of work. Staff will draft project scopes so as to take into account Title VI-related issues and outreach regarding solicitations will include efforts to reach low-income, minority, and low-English proficiency communities.

OTP recognizes that a substantial portion of our work is done by consultants and therefore, going forward, OTP will incorporate Title VI considerations from the very beginning into their scopes and monitor their work for compliance. The Office of Transportation Planning will supply the prospective consultants with information on the potential Title VI and environmental justice issues within each

respective study area. The information transmitted to potential consultants will also include the Office of Transportation Planning's "Best Practices Guide for Title VI-Compliant Public Outreach to Environmental Justice Communities." When work is done by in-house staff, the same considerations apply. The following language will be added:

- **Public Involvement Plan:** *"...All elements of the Public Involvement Plan must include specific communication strategies to provide continuous and meaningful opportunities for involvement by the public throughout the study process. These strategies must provide the opportunity for the full and fair participation by all potentially affected communities, including minority and low-income populations, at this stage of the transportation decision-making process. Likewise, these strategies must include provisions to actively engage minorities and gather their responses, as well as mitigate against potential discrimination based on race, color, national origin, English proficiency, income, religious creed, ancestry, disability, age, gender, sexual orientation, military service, or gender identity or expression. All materials posted to the project website must be in an accessible format consistent with MassDOT guidelines. Please refer to the following address for additional information on accessibility:*

<http://www.adobe.com/accessibility/products/acrobat/pdf/A9-accessible-pdf-from-word.pdf>

- **Constraints Identification:** *"...Additionally, the constraints identification should identify any existing transportation effects on minority or low-income populations which are disproportionate, high, and adverse."*
- **Community Effects/Title VI/Environmental Justice Analysis:** *"... The consultant will determine if any of the alternatives and resulting mitigation is likely to result in effects that are disproportionate, high, and adverse to these populations. If so, the consultant will quantify the location, severity, and impacted population and identify potential mitigation and benefits."*

Solicitations will include all language required by the FHWA Title VI/Nondiscrimination Assurance.

During consultant selection processes, OTP will require potential responders to review the OTP website and OTP maps that detail Title VI populations. OTP will

ask responders to address how they would approach these issues in the analytical work and outreach efforts that they include in their proposals.

Contracts for Research Group

FHWA's Title VI/Nondiscrimination Assurance will be included as a term in all research agreements with all potential research partners. Any contractors will be provided with the maps that detail limited English proficiency and minority populations. They will be required to use them for analytical purposes as well as any outreach approach associated with a project. Some Title VI language is already included in current contracts, but research will include any new directives or guidelines that are generated by ODCR.

E. IMPROVED OUTREACH & DOCUMENTATION

E.1 Study Outreach for Long-Range Planning

As part of the public outreach element of OTP studies – which should be scaled appropriately to the complexity and duration of each study – OTP staff and their consultant colleagues will make specific outreach efforts to Title VI communities that may be impacted by the study at hand (specific techniques will be informed by the MassDOT Public Participation Plan and will vary from study to study). The study boundaries and potential area of impact will be established as part of the initial planning parameters for the project. These efforts, along with the entirety of the public outreach program, will be ongoing throughout the duration of the study and will be focused particularly around major study milestones. As with the entirety of the public outreach program, Title VI-related outreach should involve direct outreach to abutters and other potentially impacted individuals, as well as collaboration with established community groups. All of these efforts will be documented.

E.2 Inclusive Outreach Example: WeMove Massachusetts

We Move Massachusetts is an example that shows how OTP will be doing inclusive outreach going forward, as well as the kinds of group that will be targeted, how priorities will be determined, and projects selected.

WeMove Massachusetts (WMM) is MassDOT's statewide strategic multi-modal plan. The initiative is a product of the transportation reform legislation and the youMove Massachusetts civic engagement process. WMM will improve how MassDOT does business, responds to customers and provides transportation services to the Commonwealth. Using an analytical approach developed for the WMM process, MassDOT can now prioritize transportation investments for different planning scenarios based on national standards and available funds. It is an ongoing, continuing strategic planning exercise that is meant to be iterative and to guide MassDOT's strategic planning outreach in the future.

WMM sets target levels of performance for the key program components of the transportation system: bridges, roadways, buses and trains, railroad tracks and signals, sidewalks and bike paths. It establishes ways to measure performance of these critical transportation investments, now and in the future. This process is guided by MassDOT customers' wants and goals, public health concerns, safety and service needs. The approach is innovative and flexible, and permits MassDOT and its customers to envision a variety of ways to dedicate current and new revenues to transportation.

The report also summarizes in-depth interviews with major stakeholders about transportation needs in their respective communities. The stakeholders represented various groups across the Commonwealth. They included councils on aging, neighborhood and family alliances, economic development agencies, community action councils, planning commissions, community health centers, homeless programs and low-income and minority groups.

<http://www.massdot.state.ma.us/wemove/Home.aspx>

As part of weMove Massachusetts (WMM), the next step in the transforming initiative, MassDOT continued to focus on involving its customers in helping set transportation investment priorities. The goal of this outreach effort was to learn more about the transportation experiences and needs of a focused set of stakeholders. In particular, WMM targeted populations who did not fully participate in the original process at the level MassDOT wanted to see. The WMM team focused on outreach to populations in and near environmental justice and Title VI areas of concern. This effort included conversations with leaders of environmental, community, transportation, and public health groups, who work with low English proficiency, low income, elderly, and transit-dependent people.

At the same time, MassDOT continued to welcome comments and participation by the public.

The team developed two approaches: conducting interviews with the leaders of specific populations and groups; and developing a questionnaire in multiple languages that was made available on a website and in print. MassDOT used media, social networking, community groups and postings, and outreach to health, transportation, and senior communities. The team conducted 19 interviews with leaders of stakeholder groups. The WMM interviews identified a consistent set of needs across primarily urban areas around the Commonwealth focused on public transportation and other alternatives to private automobile use, such as walking and bicycling.

There were 1,893 respondents who participated in the questionnaire. The results provide valuable themes and topics to be investigated and/or considered as MassDOT begins to implement a system, including public input, for responding to transportation challenges in the Commonwealth. Data from the interviews and questionnaire responses were organized in a summary report, which is posted on the website. The data affirm the themes developed in the YMM process while providing more specific recommendations for serving targeted stakeholders in Environmental Justice and statewide urban communities.

The weMove Massachusetts effort grew out of a civic engagement initiative called youMove Massachusetts. MassDOT's customers participated in the youMove Massachusetts process to offer their vision for the transportation system of the Commonwealth. The following ten themes summarize the outcome of the youMove Massachusetts process: Reliability; Maintenance; Design; Shared Use; Capacity; User Friendly; Broaden the System; Funding and Equity; Environment; Access. These ten themes represent the unifying framework – the guiding light – within which the weMove Massachusetts process was developed. The ten themes come directly from the words and ideas of the public, and they inform everything that MassDOT does. It is MassDOT's goal and responsibility to turn the guidance of the public into a set of responsible, long-range transportation investments.

OTP will also periodically evaluate the effectiveness of this outreach to determine if there are any additional steps that can be taken to improve the engagement of

Title VI communities. OTP will attempt to do this quantitatively by asking participants to self-identify their affiliations.

E.3 Record and Analysis of Statewide Outreach Meetings

OTP will create a database and map of all meetings held regarding statewide plans in order to document and analyze their geographic distribution as well as their location relative to Title VI communities. OTP will consider whether meetings are being held in convenient locations for all populations and work towards equitably distributing them across the state.

F. TITLE VI LENS FOR ANALYSIS OF ALTERNATIVES

OTP will include Title VI analysis when conducting analyses of alternatives in both corridor and long-range plans. This includes assessing the benefits and burdens of alternatives, according to the protocols articulated below. If the project is one that involves the evaluation of different potential implementation alternatives, evaluation of impact Title VI communities, as well as to the general public, will be considered as part of the alternatives analysis process. The exact weighting of Title VI-related issues in the overall alternatives evaluation will depend on the specific nature and goals of each project. All of these efforts will be documented.

- Outreach regarding possible alternatives will follow the same Title VI compliance strategies regarding outreach as described above.
- A substantial portion of OTP's work is done by consultants and therefore going forward OTP will incorporate Title VI considerations from the very beginning into their scopes and monitor their work for compliance. When work is done by in-house staff, the same considerations apply. The following language will be added:
 - **Community Effects/Environmental Justice Analysis** text to be included in scopes for consultants: *"... The consultant will determine if any of the alternatives and resulting mitigation is likely to result in effects that are disproportionate, high, and adverse to these populations. If so, the consultant will quantify the location, severity, and impacted population and identify potential mitigation and benefits."*

Solicitations will include all language required by the FHWA Title VI/Nondiscrimination Assurance.

G. EFFECTIVE BENEFITS AND BURDENS ANALYSIS

OTP is currently developing a methodology for evaluating all planning studies and capital projects with respect to Title VI goals and to identify and analyze benefits and burdens.

The first step for evaluating projects' benefits and burdens to Title VI areas is to look at the geographical distribution and compare the number of projects in Title VI areas versus non-Title VI areas. OTP will also look at dollars spent on projects in each of those areas to make sure that money is being spent equitably. Evidence of disparities will prompt a finer grain analysis.

Some of the benefits and burdens criteria that will be used to evaluate projects include the following:

- Project located in a Title VI area and provides new transit access.
- Project located in a Title VI area and provides improved access.
- Project provides no improvement in transit access or is not in a Title VI area.
- Project located in a Title VI area and provides for substantial improvement to an identified Title VI transportation issue.
- Project provides no additional benefit and/or is not in a Title VI area or population zone
- Creates a disproportionate burden in a Title VI area

OTP is committed to transportation equity/environmental justice and continues to seek equitable distribution of benefits and burdens in the transportation system through ongoing compliance with its own policies and consideration of Title VI and environmental justice factors through its evaluations and input from the public.

H. CONTINUED MONITORING OF METROPOLITAN PLANNING ORGANIZATIONS (MPOS)

OTP staff, specifically MPO liaisons, will provide training and technical assistance to MPOs and sub recipients for their Title VI- related responsibilities. OTP designates staff as liaisons assigned to each MPO in the Commonwealth. OTP Staff liaisons will provide technical assistance to MPOs in certification document preparation and Title VI program implementation, as well as support with monitoring MPO compliance.

Annual Title VI compliance reports and triennial Title VI program submissions for each of the Commonwealth's MPOs will be submitted to both OTP and ODCR for review and approval. ODCR will set the schedule for completing Title VI reviews and addressing any corrective actions.

• H.2 Transportation Scoring Methodology – TIP Development

- Currently the traditional categories used for roadway projects, as part of the regions' transportation evaluation criteria, are: Mobility; Condition Factors; Safety; Community Effects and Support; Cost Effectiveness; Land Use and Economic Development; and Environmental Effects. These criteria will be modified in the coming year to include Title VI, GreenDOT and Modal Shift. Some considerations for the Title VI transportation evaluation criteria might include those listed in item G) above.

Tasks for OTP staff:

- i. To review all regions' **transportation evaluation criteria** for Title VI components; in the absence of that criterion, that all RPAs ensure its place as part of the overall criteria.
- ii. To review RPAs annual **UPWPs** for Title VI tasks, either as stand-alone items or part of ongoing task development; in the absence of Title VI, that all RPAs ensure its place as part of the overall criteria;

H.3 Transit Methodology

- Currently, the traditional categories used for service improvement/service expansion projects, as part of the regions' transportation evaluation criteria, are Station and ITC Improvements; Parking Improvements; ADA Improvements; ROW

and Signal/Communications Improvements; Revenue Vehicle Capacity Improvements; Bus Service Expansion; Rapid transit expansion; Commuter Rail / Boat Expansion; New ITC Facilities.

Tasks for OTP staff:

- i. To review all regions' **transportation evaluation criteria** for Title VI components; in the absence of that criterion, that all **RTAs** ensure its place as part of the overall criteria.
- ii. To review RPAs annual UPWPs for Title VI tasks, either as stand-alone items or part of ongoing task development; in the absence of Title VI, that all RPAs ensure its place as part of the overall criteria;

Tasks for RPA staff:

- i. That each RPA/ RTA provide regular and ongoing evidence of outreach to its Title VI demographics
- ii. That each RPA include language of Title VI in its annual UPWP, either as a separate task or part of its task development
- iii. That each RPA/RTA gives equal weight to Title VI consideration in its evaluation criteria for potential TIP projects.

H.4 Miscellaneous MPO monitoring

Public Participation Plans: All regions' public participation plans will be revised in calendar year 2013 to include significant emphasis on Title VI efforts.

Affirmative Action: Monitor MPOs on AA-EEO workforce profiles in support of MassDOT's Affirmative Action obligations.

I. ANNUAL REPORTING

I.1 Distribution of Projects

OTP work products will be evaluated for Title VI compliance on an annual basis, considering the geographic distribution of recommended capital projects and their benefit and burden characteristics. This task will be completed through mapping described above, as well as charts and graphs outlining planning recommendations in Title VI communities.

OTP will continue to develop, evaluate, and refine the methodology by which planning studies are selected. The inclusion of Title VI considerations in the evaluation criteria, as well as alternatives analysis, will contribute to this goal. One criteria method for evaluation will be to see if SPR and 5303 projects are actually addressing the mobility gaps and needs identified by the WeMove Massachusetts outreach.

I.2 Public Outreach Effectiveness

OTP will also evaluate the effectiveness of public outreach and determine additional steps that can be taken to improve outreach in, and engagement of Title VI communities. While documenting public outreach activities affords OTP with the opportunity to catalogue Title VI compliant outreach methodologies, effectiveness is determined through an analysis of those methods. A first step towards this goal will be to begin collecting information from public meeting attendees about their level of knowledge of a particular project, their level of comfort with public outreach methodologies, suggestions for other types of outreach, and demographics. These questions can also be asked of those who have expressed interest in particular projects but do not participate in public events. OTP will work with ODCR to develop a template for collecting this information from the public. Going forward, OTP staff will perform an evaluation of the effectiveness of the outreach to Title VI communities, and will document lessons for future studies.

At the completion of an OTP study, an overall ‘after action’ review will be performed to discuss and learn from the experiences of the study.

I.3 Research

Annual reporting for research will include the following:

- I. Number of research agreements currently underway with universities and/or consultants and the dollar amount;
- II. Efforts made to increase female and minority consultant participation in obtaining research contracts;
- III. Identification of possible concerns/barriers for female and minority consulting firms in obtaining research contracts;

- IV. Amount of federal Statewide Planning and Research funds spent on contract research;
- V. Actions taken to encourage universities to utilize female and minority student participants on transportation research projects;
- VI. Percentage of female and minority participation in research projects;
- VII. Title VI complaints received regarding research projects;

Sustainable Transportation

The Sustainable Transportation Group is preparing an analysis of how Title VI is being considered in the GreenDOT activities of team members. The findings will assist in making adjustments to better meet Title VI. Specifically, the findings will address healthy transportation including: the Bay State Greenway, the general bicycle network, pedestrian networks, roadway safety as it relates to bicyclists and pedestrians, Safe Routes to School, transit, and the Transportation Alternatives Program.

As the Sustainable Transportation Group continues to foster relationships with our regional partners, the report will also break the information down on a regional level to assist MPO and RTA partners. The next steps in preparing this report are finalization of map production from the GIS group, and general document production.

Going forward the Sustainable Transportation Group will also be employing techniques and guidelines from the MassDOT public participation plan.