

REGIONAL TRANSPORTATION ADVISORY COUNCIL

Summary of May 14, 2008 Meeting

This meeting was held in Conference Room 4 of the State Transportation Building.

The meeting was called to order at 3:00 PM.

1. Chair's Report – *Kristina Johnson, Chair and City of Quincy*

The Advisory Council has programmed the remainder of its meeting agendas through the summer. For the most part, the meetings will concern certification activities, MPO programs, and updates from neighboring MPOs' regional priorities. Advisory Council members are invited to suggest presentations for fall and winter meetings.

The Transportation Planning and Programming Committee is proposing to amend the federal fiscal year (FFY) 2008 element of the FFYs 2007-2010 Transportation Improvement Program. The amendment is necessary to reflect changes to the highway and transit projects the MPO is seeking to fund based on project readiness and increasing project costs. The Transportation Planning and Programming Committee considered two staff recommendations and chose to schedule a vote to circulate a proposed amendment at its May 22 meeting.

The Executive Office of Transportation and Public Works has released a Request for Proposals for a new Statewide Household Survey to inform and update the state and its regions' travel demand models. EOTPW did not price the project. The project should take two years to complete.

In June or July the U.S. Environmental Protection Agency is expected to publish in the Federal Register its notice on the proposed changes to the Statewide Implementation Plan Commitments. Its determination will take effect 30 days after publication and the MPO will then have 60 days to complete an amendment to its long-range Transportation Plan, reflecting this and other changes.

2. Approval of the Draft Meeting Minutes of April 9, 2008

Members considered a change to the Draft Minutes presented by Richard Arena, American Public Transportation Association. Without R. Arena at the meeting to present his point in person, members voted 9 to 2 to table this point for a vote at its June 9 meeting. John Hersey, MPO staff, will review the recording from the April 9 meeting, dictate a verbatim record of R. Arena's comment, and, if appropriate, present a more accurate summary of R. Arena's comment to replace the initial comment in the Draft Minutes of April 9.

3. Member Announcements

Steve Olanoff, Vice Chair and Westwood, discussed the work of the Unified Planning Work Program Subcommittee of the Transportation Planning and Programming Committee. MPO staff developed a list of a dozen recommended studies to be considered for the FFY 2009 Unified Planning Work Program and discussed these with the Subcommittee. The proposed studies can address some of the needs identified last year by the subregions and total twice as much as the approximately \$300,000 available. S. Olanoff will present the draft list of studies to the Advisory Council in the near future.

Frank DeMasi, Wellesley, asked members to read two articles written by James T. Brett, President and CEO of the New England Council, about increased funding for the transportation at the federal level.

Walter Bonin, Marlborough, relayed Lieutenant Governor Tim Murray's comments at a recent rail summit in Worcester, at which Lt. Gov. Murray spoke about the potential of improved freight and passenger rail service through Worcester and about ongoing discussions between the Patrick Administration and CSX for ownership of and liability on the central Massachusetts corridor.

4. Presentation: "Amendment to 2008 Element of the FFYs 2007-2010 TIP" – Hayes Morrison, TIP Manager, MPO Staff

On May 22, the Transportation Planning and Programming Committee will develop a draft amendment to the FFY 2008 element of the FFYs 2007-2010 TIP. Changes in the highway element are needed to respond to project readiness issues and changes in projects' costs (mostly increases). The transit element changes reflect project funding needs and project priorities.

Points and Issues Raised During Discussion

How will the Patrick Administration's recent interest in bonding for bridge projects affect this region's TIP? (F. DeMasi)

State bonds will need to be programmed in a statewide or regional plan, but not necessarily this or any region's TIP. The Administration has not suggested a method to incorporate these bond funds into the region's programs. There will not be a major influx of funding for projects that have been moved or removed from previous TIPs. (H. Morrison)

Whether previously or not yet programmed, will bridges on the MPO's radar appear on Governor Patrick's list of bridges? (S. Olanoff)

The MPO has not yet received guidance from EOTPW about a new list of bridges. As staff understands, there is a list of 250 to 300 structurally deficient bridges statewide on which EOTPW plans to focus attention. (H. Morrison)

Why were projects that previously appeared on TIPs not necessarily advertised? (S. Olanoff)

In 2005 and 2006 the State did not advertise some projects that were programmed in those years due to lack of state matching funds. Recent bond bills have addressed this issue. MassHighway is now advertising those projects. (H. Morrison)

How does the Advisory Council coordinate with the Transportation Planning and Programming Committee? (Jeff Rosenblum, Cambridge)

The Advisory Council serves as the public outreach conduit for the Boston Region MPO. The chair attends Transportation Planning and Programming Committee meetings to vote when appropriate, to present Advisory Council views, and to remain current with MPO work and anticipated schedules. One of the responsibilities of the Advisory Council is to develop public comments regarding the MPO's certification other planning documents (typically through Advisory Council committees), which this group will begin in coming months. (K. Johnson)

Can Advisory Council members receive emails sent by staff to the Transportation Planning and Programming Committee? (J. Rosenblum)

Pam Wolfe, Certification Activities Group Manager, distributes materials to Transportation Planning and Programming Committee members. That question will be up to her. (K. Johnson)

5. Presentation: “Update on MPO Walkable Community Workshop Program” – Cathy Buckley Lewis, WCW Manager, MPO Staff

The Boston MPO applied for and received a grant in 2003, hosting a series of Walkable Community Workshops put on by national experts. The major purpose of the grant program was to encourage MPOs across the country to continue presenting the workshops. The MPO initiated Walkable Community Workshops in 2004 and has since given over 20. The workshops encourage safe, efficient, and enjoyable pedestrian mobility. Pedestrian mobility reduces carbon footprints, strengthens local economic vitality, and provides significant health benefits. The MPO's free workshops include an hour-long presentation, a walking audit of a host-picked area, breakout sessions for intra-group discussions, a summary of those discussions, and facilitation for next steps. Anyone interested in holding a workshop in his or her community is encouraged to contact C. Buckley Lewis by phone at 617-973-7118 or by email at walkable@ctps.org.

Points and Issues Raised During Discussion

Does the Program consider provisions of the American with Disabilities Act (ADA)? (Marilyn Wellons, Riverside Neighborhood Association)

The Program informs participants of ADA provisions and encourages participants to consider a variety of users and their abilities. (C. Buckley Lewis)

Street furniture is often an impediment to accessibility. How would you suggest a community balance its interest in an inviting space with ensuring mobility? (Marvin Miller, American Council of Engineering Companies)

Cities have pursued innovative solutions for blending these interests. As an example, newsstands often consume a sidewalk's width, may block a crosswalk, or may be unsightly; Chicago has incorporated newsstands into its street furniture, providing sufficient space and attractive newsstands that do not detract from either pedestrian mobility or an area's inviting scene. (C. Buckley Lewis)

Brick sidewalks are often an impediment, because they unsettle, crack or sink. (M. Wellons)

The Kenmore Square Rehabilitation Project will include brick sidewalks. (M. MacNab)

Wire-cut brick surfaces settle evenly and should maintain a level surface. (S. Olanoff)
The Town of Lexington recently installed wire-cut bricks and an improved subsurface, which is the best way to ensure an even surface. In six months, the Town should have a good idea of their effectiveness. (Richard Canale, Minuteman Advisory Group on Interlocal Coordination)

Is there a threshold of the minimum number of participants to hold a workshop? (F. DeMasi)
No, there is no minimum to hold a workshop. The Program benefits from participation by local officials and staff, as well as residents and business people. Workshops are open to the public and are held in accessible and often municipal facilities. (C. Buckley Lewis)

Walking is a tremendous asset to the Boston Region. There are several off-road inter-local trails and opportunities to integrate pedestrian movement with the region's radial transit pattern. (Romin Koebel)

The Neighborhood Access Group (NAG) coordinates access monitors in the Commonwealth and considers primarily users with limited mobility. NAG could be a resource for the Program. (M. MacNab)

6. Presentation: “Long-range Transportation Plan Amendment: Land Use Model” – Holly St. Clair, MAPC

The Metropolitan Area Planning Council (MAPC) has been developing regional growth forecasts since 2005 for the development of JOURNEY TO 2030, the Boston Region MPO long-range plan. This growth forecast is used as an input to the transportation demand model on which the MPO's long-range Transportation Plan relies. MAPC's MetroFuture (the long-range land use plan for the region) was used to develop demographics for JOURNEY TO 2030 for the 101 MAPC and MPO cities and towns.

Four land use alternatives were developed in development of MetroFuture. The MPO recently voted to approve RPA hybrid, which includes the MetroFuture scenario for the 101 cities and towns, the second most Smart-Growth-aggressive alternative scenario, combined with trends extended demographics in the remaining 63 (municipalities included in the model but located outside the Boston Region MPO) from the adopted Plans in the other RPAs. The new model integrates growth projections from six neighboring regional planning agencies (RPAs) and results in a greater overall growth projection. The RPA Hybrid model replaces the Smart Growth Plus model, which informed the region's current long-range Transportation Plan, *JOURNEY TO 2030*; adopting the new RPA Hybrid model results in the need to amend the long-range Transportation Plan to fit that model.

Demographics are delineated by geographic locations and by proximity to transit. Absolute population growth occurs across all delineations, though the RPA Hybrid calls for Inner Core communities and Maturing Suburbs to assume a greater share (25% and 40%, respectively) of growth in the region than Smart Growth Plus expected. Similarly, while employment is expected to increase across the board, Regional Cities (25%) should see a dramatic increase in the share of the region's jobs than the amount expected from Smart Growth Plus.

The RPA Hybrid model also delineates population and job growth between the forecast area's regional planning agencies. While the model predicts modest growth in the Boston Region (13%), other regional planning agencies should expect 20% to 45% increases; as a whole, though, the forecast area should find an 18% population gain. The Boston Region shares 52% of the growth, while the remaining growth is spread through the other RPAs. Similarly, the Boston Region expects modest job growth (13%), while other regions' growth projections range from 20% to 45%. Again, the Boston Region assumes a majority of the growth (58%).

Points and Issues Raised During Discussion

How will this model affect the region's planning work? (J. Rosenblum)

This model stands out because it accommodates growth projections from neighboring MPOs. It combines the MetroFuture scenario modeling and public process methodology with the five different other extended trends methodology from neighboring RPA's. In addition the MetroFuture land use model within the 101 municipalities redistributes growth across municipal boundaries. Whereas the existing Smart Growth Plus model maintained the municipal totals but attempted to focus how smart growth may happen within each boundary. The RPA hybrid is characterized by a higher rate of growth in the outer 63 communities than the Smart Growth Plus or the original MetroFuture Scenario for the 164 municipalities. (H. St. Clair)

How will this model affect the long-range Transportation Plan? (K. Johnson)

The MPO will next apply the transportation network to the RPA Hybrid model. In the case of this Amendment to the long-range Transportation Plan, changes to the SIP Commitments and budget shortfalls for highway projects will change the transportation network. (Anne McGahan, MPO Staff)

Has the Red-Blue Connector project changed? (M. Miller)

Whereas the SIP Commitments previously required the State to design and construct the Red-Blue Connector, the proposed SIP Commitments call for only design of the project. (A. McGahan)

How do you develop these demographics? (M. Wellons)

Population projects are developed using the Survival-Cohort Methodology, examining birth rates, death rates and migration rates, among other factors. Economic growth projections rely on top-down national trends in sectors and in communities over 30 years. The MAPC website provides more detailed information about these projections. (H. St. Clair)

What growth engines do you consider when you consider economic growth? (M. Wellons)

MAPC's three rounds of community comments were included in this methodology to better reflect conditions on the ground that may not show up in the data. Examples of these large-scale changes include Boston Archdiocese, South Weymouth Naval Base, and 40B developments. (H. St. Clair)

Marlborough has a large amount of projects and a significant rate of growth that the presentation does not seem to reflect. (Walter Bonin, Marlborough)

While there may be significant growth in some areas of town, there may be a less-noticed decline in other areas, contributing to a more modest growth rate. Also, the figures and maps provided in the presentation express targets, not current trends. (H. St. Clair)

Cities and towns will have another opportunity to update population and employment figures when the MPO develops its next long-range Transportation Plan in the next four years. (A. McGahan)

How many communities were included in the forecast area? (Bill Scully, Boston Society of Civil Engineers)

There were 164 communities – all 101 communities of the MPO and 63 from other RPAs – included in the model. There was a consistent method used in the MetroFuture process that developed the four demographic alternatives that considered the 164 communities as one area. The RPA Hybrid demographics, however, applied six different methods – one for each RPA. This combination of methods as well as public comments supporting investment in developed areas changed the regional growth total and resulted in significant deviation between the Smart Growth Plus demographics and the RPA Hybrid demographics. (H. St. Clair)

Which projects will this new model affect? (J. Rosenblum)

The adopted land use is used by the MPO in its long-range Transportation Plan. Funding for projects – the Urban Ring, for instance – relies on this model’s projections. Projects that add capacity to the highway or transit system rely on this model, because they could receive New Starts funding and because they must be listed in the long-range Transportation Plan. (A. McGahan)

7. Advisory Council Committees

There were no announcements.

8. Adjourn

The meeting adjourned at 4:40 pm.

Attachments:

1. Attendance List for April 9, 2008
2. Walkable Community Workshop Flyer
3. *Regional Demographics Model* from Presentation: “Long-range Transportation Plan Amendment: Land Use Model”

1. Attendance List for May 14, 2008

Agencies

Richard Canale, Minuteman Advisory Group on Interlocal Coordination
Chan Rogers, Southwest Area Planning Council
Elliot Schmiedl, MassRIDES

Cities and Towns

Walter Bonin, Marlborough
Marcy Crowley, Wayland
Frank DeMasi, Wellesley
William Friel, Canton
Kristina Johnson, Quincy
Tom Kadzis, Boston
Steve Olanoff, Westwood
Jeff Rosenblum, Cambridge

Citizens Groups

John McQueen, WalkBoston
Sue McQuaid, Neponset Valley Chamber of Commerce
Marvin Miller, American Council of Engineering Companies
Bill Scully, Boston Society of Civil Engineers
Marilyn Wellons, Riverside Neighborhood Association

Guests and Visitors

Romin Koebel
Ed Lowney
Marilyn MacNab

MPO Staff

John Hersey
Cathy Buckley Lewis
Anne McGahan
Hayes Morrison



HELP MAKE YOUR COMMUNITY MORE WALKABLE

Are you interested in promoting walking and pedestrian safety where you live? Then sponsor a Boston Region Metropolitan Planning Organization Walkable Community Workshop!

What: Walkable Community Workshop
When: Some morning or afternoon, about 2.5 hours
Where: A meeting room (library, town hall) near the site you are interested in exploring



Where would you rather walk? Here...

The MPO Walkable Community Workshops help you and other participants explore typical difficulties that pedestrians encounter and identify an array of possible solutions specific to your community. While the sessions are designed to stimulate more walking, they have an additional outcome—improving your community’s livability.

The workshops consist of a presentation, a community “walking audit,” and a follow-up session for brainstorming possible options for improvements.

For more information, please contact:

Cathy Buckley Lewis: 617-973-7118, or
walkable@ctps.org.



...or here?



Invitation to Host A Walkable Community Workshop

You are invited to host a Boston Region MPO Walkable Community Workshop this year. The workshops, which last approximately two-and-a-half hours, start with a presentation on techniques that make a community more walker-friendly. Participants then go out and look at a chosen site in the community. In the final portion of the program, attendees discuss what was viewed on the walk and ways to engender possible improvements.

Creating a better environment for walking is an important aspect of improving community livability, which in turn is related to the community's economic viability and individuals' physical health. People walk more when the environment is safe and pleasant. The workshops are open to all those with an interest in improving walkability: elected officials, residents, and professionals in the fields of planning, engineering, law enforcement, health, and education.

To date, MPO staff members have held Walkable Community Workshops in Acton, Arlington, Bellingham, Belmont, Beverly, Bolton, Framingham, Hudson, Hull, Ipswich, Lexington, Malden, Maynard, Norwell, Reading, Rockport, Saugus, Scituate, Somerville, Stoneham, Wellesley and Wrentham. If you think your community or neighborhood would be interested in hosting a workshop, please contact Cathy Buckley Lewis (617-973-7118) or e-mail walkable@ctps.org.

Checklist for Local Sponsors

1. **Local Sponsor** The MPO will give the workshop at the behest of a local sponsor, at no charge. The sponsor can be the municipality, a neighborhood group, or an interest group. A member can introduce the workshop and speak briefly about the community, with an emphasis on the walking audit area. If possible, the local sponsor would provide refreshments.
2. **Meeting room** The workshop consists of a presentation, a walking audit, and a follow-up session after the walk. A room is needed close to the walking site that can be darkened for a slide presentation. It should be handicapped accessible and, if possible, have movable chairs and a few tables to seat 6-8 per table for the follow-up session. The room will be needed for about three hours.
3. **Attendance** It is critical to encourage attendance by those who are in a position to make changes. This includes elected officials, municipal staff (administrator, police, environmental and health agency personnel, planning board staff, school department, DPW and engineering staff), community activists, and business interests. Include chambers of commerce and business people, transit staff, MassHighway District personnel, neighborhood groups, service organizations, environmental groups, bicycle-pedestrian groups, local press.
4. **Publicity** Get the word out through networking and newsletters of local groups. A notice in the local press should be out at least a couple of weeks ahead of the workshop, as well as the week before. MPO staff will supply a draft press release as well as flyers. An article *after* the workshop reporting on the ideas and results can elicit further interest.
5. **Time of Workshop** Given those we are trying to attract to these workshops (item 3), we have opted for weekday sessions either early morning or late afternoon. These are times when staff members are available. Also, these times allow residents who have to take off from their jobs to minimize the hours away from work. We suggest starting as early as 8 in the morning or as late as 3:30 in the afternoon. The workshops can be as short as 2 hours (with a short walk), although 2.5 hours works better. Workshops will be held in the evening or on weekends, if preferable.

Regional Demographic Scenarios

Presentation to the Regional
Transportation Advisory Committee
May 14, 2008

Metropolitan Area Planning Council
Holly St. Clair, Data Center Manager

Development of MetroFuture Forecasts

- Current Trends projections and community comments (rounds one and two) (December 2005)
- Development of first alternative scenario: Smart Growth Plus (May 2006)
- Development of additional scenarios and selection of the recommended alternative: MetroFuture (June 2006 – May 2007)
- Community comments (round three) and final adjustments to MetroFuture projections (May – December 2007)

Community Comments (Round Three)

- MAPC sent MetroFuture forecasts and project reporting forms to 101 municipalities and all neighboring RPAs
- Recipients were asked to provide information on projects built since 2000, under development, or in advanced planning.
- Response rate over 50% in MAPC region
- Municipalities reported over:
 - 79,000 new housing units
 - 185,000 new jobs
- MAPC supplemented responses with information from MEPA filings, PDM plans, other planning efforts, and subregional coordinators

Final Adjustments

- MAPC adjusted projections to accommodate community comments where appropriate
- Applied discount factor to projects still in the planning phase
- Collaborated with CTPS to develop new methodology for sectoral allocation
- Magnitude of comments prompted a request to increase regional totals for population and employment

Regional Totals, Smart Growth Plus and MetroFuture

	Year 2000	Projected Growth in all 164 Cities and Towns, 2000 – 2030		Recommended Adjustment in Regional Total
		Smart Growth Plus	MetroFuture (after Community Comment)	
Population	4,310,000	467,000 10.8%	546,000 12.7%	79,000 1.9%
Housing Units	1,644,000	308,000 18.8%	349,000 21.2%	40,000 2.4%
Employment	2,351,000	241,000 10.2%	293,000 12.4%	59,000 2.2%

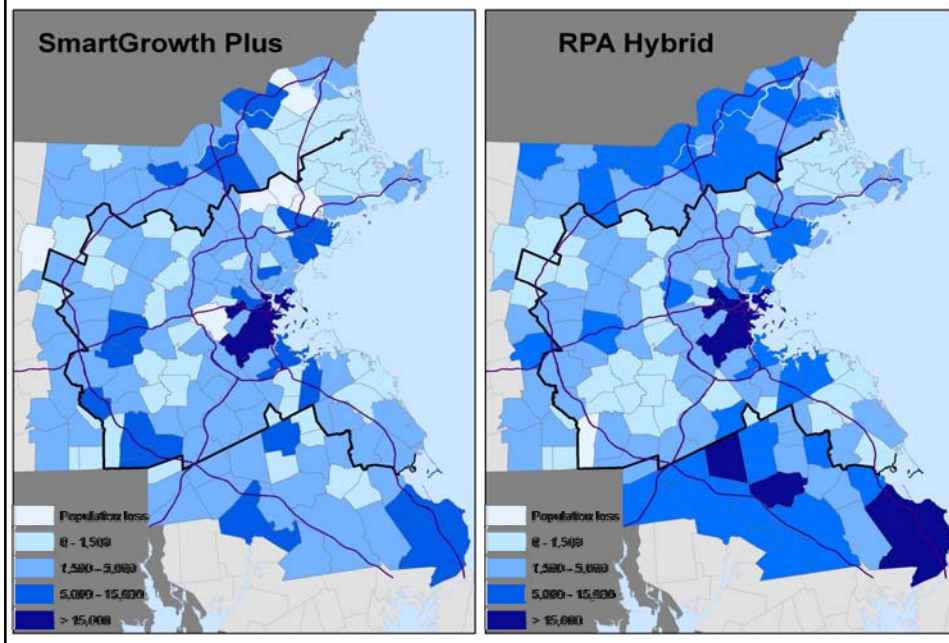
Development of RPA Hybrid

- MAPC requested increase in regional totals (August 2007)
- EOT requested RTP should incorporate projections from other RPAs for municipalities outside of MAPC (August 2007)

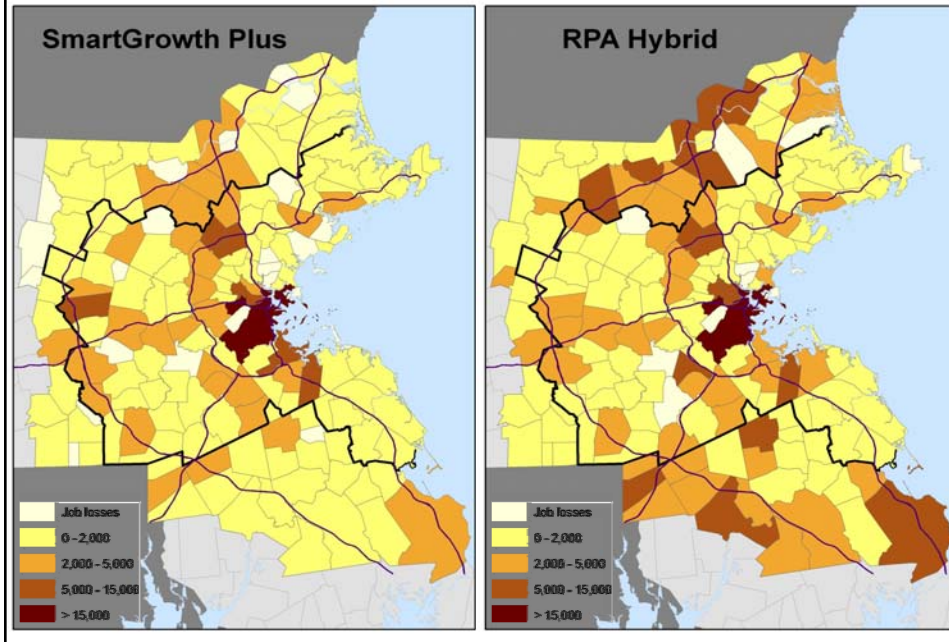
Three Sets of Demographics

- Smart Growth Plus– current RTP preferred alternative
- MetroFuture– MAPC regional plan
- RPA Hybrid– proposed new RTP preferred alternative

Population Growth: Total Number of Residents Added

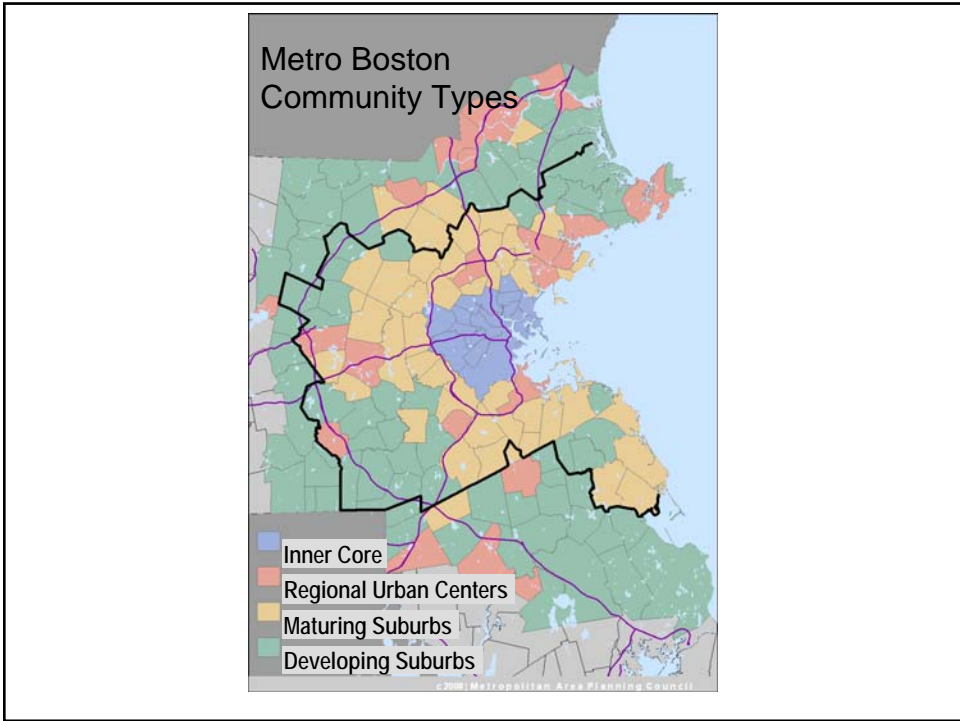


Employment Growth: Total Number of Jobs Added



Absolute Population Growth 2000-2030

Community Type	2000	Smart Growth Plus		RPA Hybrid	
		Absolute Growth	% Change	Absolute Growth	% Change
Inner Core	1,349,013	85,251	6%	189,653	14%
Regional Cities	1,050,989	110,849	11%	134,746	13%
Maturing Suburbs	1,012,034	115,276	11%	134,222	13%
Developing Suburbs	898,061	155,555	17%	306,678	34%
Total	4,310,097	466,931	11%	765,300	18%
Community Oriented Development Area	2,881,972	315,248	11%	459,790	16%
Non-Community Oriented Development Area	1,428,125	151,683	11%	305,509	21%
TAZs Near Transit Stops	2,671,903	251,525	9%	375,735	14%
TAZs With No Transit Access	1,638,194	215,406	13%	389,565	24%



Share of Population Growth 2000-2030

Community Type	2000	Smart Growth Plus		RPA Hybrid	
		Absolute Growth	Share of Growth	Absolute Growth	Share of Growth
Inner Core	1,349,013	85,251	18%	189,653	25%
Regional Cities	1,050,989	110,849	24%	134,746	18%
Maturing Suburbs	1,012,034	115,276	25%	134,222	18%
Developing Suburbs	898,061	155,555	33%	306,678	40%
Total	4,310,097	466,931	100%	765,300	100%
Community Oriented Development Area	2,881,972	315,248	68%	459,790	60%
Non-Community Oriented Development Area	1,428,125	151,683	32%	305,509	40%
TAZs Near Transit Stops	2,671,903	251,525	54%	375,735	49%
TAZs With No Transit Access	1,638,194	215,406	46%	389,565	51%

Absolute Employment Growth 2000-2030

Community Type	2000	Smart Growth Plus		RPA Hybrid	
		Absolute Growth	% Change	Absolute Growth	% Change
Inner Core	934,260	70,104	8%	120,534	13%
Regional Cities	494,580	39,782	8%	102,025	21%
Maturing Suburbs	548,558	73,223	13%	81,318	15%
Developing Suburbs	374,007	59,449	16%	112,439	30%
Total	2,351,405	242,558	10%	416,315	18%
Community Oriented Development Area	1,702,087	161,129	9%	299,291	18%
Non-Community Oriented Development Area	649,318	81,429	13%	117,024	18%
TAZs Near Transit Stops	1,616,906	139,391	9%	235,001	15%
TAZs With No Transit Access	734,499	103,167	14%	181,315	25%

Share of Employment Growth 2000-2030

Community Type	2000	Smart Growth Plus		RPA Hybrid	
		Absolute Growth	Share of Growth	Absolute Growth	Share of Growth
Inner Core	934,260	70,104	29%	120,534	29%
Regional Cities	494,580	39,782	16%	102,025	25%
Maturing Suburbs	548,558	73,223	30%	81,318	20%
Developing Suburbs	374,007	59,449	25%	112,439	27%
Total	2,351,405	242,558	100%	416,315	100%
Community Oriented Development Area	1,702,087	161,129	66%	299,291	72%
Non-Community Oriented Development Area	649,318	81,429	34%	117,024	28%
TAZs Near Transit Stops	1,616,906	139,391	57%	235,001	56%
TAZs With No Transit Access	734,499	103,167	43%	181,315	44%

Absolute Population Growth 2000-2030

RPA	2000	Smart Growth Plus		RPA Hybrid	
		Absolute Growth	% Change	Absolute Growth	% Change
MAPC	3,069,690	295,081	10%	394,672	13%
CMPC	87,092	19,208	22%	26,709	31%
MVPC	318,554	39,159	12%	76,444	24%
MRPC	50,003	8,704	17%	11,257	23%
NMACG	281,227	33,355	12%	62,575	22%
OCPC	277,989	38,021	14%	119,571	43%
SRPEDD	225,542	33,403	15%	74,071	33%
Non-MAPC total	1,240,407	171,850	14%	370,628	30%
Total	4,310,097	466,931	11%	765,300	18%

Share of Population Growth 2000-2030

RPA	2000	Smart Growth Plus		RPA Hybrid	
		Absolute Growth	Share of Growth	Absolute Growth	Share of Growth
MAPC	3,069,690	295,081	63%	394,672	52%
CMPC	87,092	19,208	4%	26,709	3%
MVPC	318,554	39,159	8%	76,444	10%
MRPC	50,003	8,704	2%	11,257	1%
NMACG	281,227	33,355	7%	62,575	8%
OCPC	277,989	38,021	8%	119,571	16%
SRPEDD	225,542	33,403	7%	74,071	10%
Non-MAPC total	1,240,407	171,850	37%	370,628	48%
Total	4,310,097	466,931	100%	765,300	100%

Absolute Employment Growth 2000-2030

RPA	2000	Smart Growth Plus		RPA Hybrid	
		Absolute Growth	% Change	Absolute Growth	% Change
MAPC	1,830,871	183,108	10%	242,215	13%
CMPC	41,011	4,927	12%	8,546	21%
MVPC	136,283	10,027	7%	49,648	36%
MRPC	19,545	1,791	9%	8,592	44%
NMACG	121,148	14,359	12%	27,583	23%
OCPC	103,310	16,180	16%	36,240	35%
SRPEDD	99,237	12,166	12%	43,490	44%
Non-MAPC total	520,533	59,451	11%	174,100	33%
Total	2,351,405	242,558	10%	416,315	18%

Share of Employment Growth 2000-2030

RPA	2000	Smart Growth Plus		RPA Hybrid	
		Absolute Growth	Share of Growth	Absolute Growth	Share of Growth
MAPC	1,830,871	183,108	75%	242,215	58%
CMPC	41,011	4,927	2%	8,546	2%
MVPC	136,283	10,027	4%	49,648	12%
MRPC	19,545	1,791	1%	8,592	2%
NMACG	121,148	14,359	6%	27,583	7%
OCPC	103,310	16,180	7%	36,240	9%
SRPEDD	99,237	12,166	5%	43,490	10%
Non-MAPC total	520,533	59,451	25%	174,100	42%
Total	2,351,405	242,558	100%	416,315	100%