



## BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

Stephanie Pollack, MassDOT Secretary and CEO and MPO Chair  
Karl H. Quackenbush, Executive Director, MPO Staff

### MEMORANDUM

**DATE:** July 10, 2018  
**TO:** Boston Region Metropolitan Planning Organization's Disparate Impact and Disproportionate Burden Policy Working Group  
**FROM:** Betsy Harvey, Transportation Equity Program Manager  
**RE:** Summary of Disparate Impact and Disproportionate Burden Public Workshop

This memo summarizes the public workshop held by the Boston Region Metropolitan Planning Organization's (MPO) Disparate Impact and Disproportionate Burden (DI/DB) Policy working group.

**Date:** June 26, 2018  
**Location:** Bruce C. Bolling Municipal Building, 2300 Washington Street, Roxbury, MA 02119  
**Time:** 5:30 PM–7:30 PM

The following stakeholders were in attendance:

- Maria Foster, TRIPPS
- Louisa Gag, LivableStreets
- Tom Kadzis, Boston Transportation Department (Boston Region MPO member representative)
- Derek Krevat, Massachusetts Department of Transportation (MassDOT) (Boston Region MPO member representative)
- Vivian Ortiz, Mattapan Food and Fitness Coalition
- Tegin Teich, Regional Transportation Advisory Council (Boston Region MPO member representative)

The following MPO staff members were in attendance:

- Matt Archer, MPO intern
- Casey Claude, Bicycle and Pedestrian Program Manager
- Annette Demchur, Director of Policy and Planning
- Róisín Foley, Administrative and Communications Assistant
- Betsy Harvey, Transportation Equity Program Manager
- Sandy Johnston, Unified Planning Work Program Manager
- Ali Kleyman, Manager of Certification Activities

- Anne McGahan, Long-Range Transportation Plan Program Manager
- Scott Peterson, Director of Technical Services
- Jen Rowe, Public Participation Program Manager

The following members of the public and representatives from other agencies/organizations were in attendance:

- Travis Pollack, Metropolitan Area Planning Council
- John Lozada, MassDOT
- Greg Sobczynski, MassDOT
- Bill Ko, public attendee
- Monica Tapley, public attendee
- Adi Mochur, WalkBoston
- Jeff Zypan, public attendee
- Tomiqua Williams, public attendee
- Bridgette Wallace, public attendee
- Cheryl Spence, Roxbury Path Forward
- John Morrison, TRIPPS

## **1 OPEN HOUSE**

From 5:30 PM to 6:20 PM attendees were invited to talk to MPO staff about the MPO and MPO's effort to develop a DI/DB policy. Attendees could visit five stations to learn about key components of the MPO related to transportation equity: the stations provided a general overview of the MPO and information about the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Transportation Equity Program, and the DI/DB policy.

## **2 DISCUSSION GROUPS**

At 6:20 PM attendees were divided into three groups. B. Harvey asked each group to discuss transportation challenges and impacts that they see in the region and in their communities. She explained that MPO staff would consider their input when determining which impacts to assess for disparate impacts and disproportionate burdens when developing the LRTP. For each group, an MPO staff member recorded stakeholder feedback on a flipchart. After 30 minutes, a stakeholder from each group reported the challenges and impacts identified by their group.

All of the issues identified by attendees at the public workshop, as well as those from the second stakeholder meeting held on June 5, 2018, are included at the end of this memo in Table 1. The following themes were discussed:

- Access to transportation options
- Community involvement in transportation decisions
- Transportation connections between underserved communities
- Health benefits and burdens
- Linking land use and transportation decisions
- Effects of automated vehicles, ridesharing, and other new transportation-related technologies
- Effects of displacement
- Better partnerships between transportation agencies and municipalities
- Construction impacts
- Accessibility for seniors and people with disabilities
- Funding
- Building safer bicycle and pedestrian facilities

B. Harvey concluded by thanking everyone for their attendance and notifying them about the time and date of the final stakeholder meeting on July 17, 2018. The event concluded at 7:30 PM.

### **3 SUMMARY OF TRANSPORTATION IMPACTS AND CHALLENGES**

At the June 5 stakeholder meeting and the June 26 public workshop, attendees provided input to MPO staff about transportation challenges and impacts that currently affect residents in the Boston region or that are expected to affect them in the future. The summary memo for the June 5 meeting included a table listing the issues raised at that meeting, organized by topic area. Subsequent to the public workshop, MPO staff distilled the input from both events into impacts that could potentially be used to evaluate the equity of the LRTP. Table 1, below, contains those impacts, organized into three groups:

1. Impacts that could be measured in the short-term (in the next three years)
2. Impacts that would require more research by MPO staff and that could be measured in the long-term (in the next three to five years)
3. Impacts that are not applicable as they likely could not be measured because of data or methodological constraints, or because they are beyond the scope of what the MPO has meaningful influence over

Inclusion in the first two groups does not guarantee that an impact will be assessed for disparate impacts or that the MPO staff will pursue further research on a given impact. Other factors also affect these decisions, including the MPO's priorities and budget constraints. However, MPO staff will strongly consider this input when making recommendations to the MPO about the development of the DI/DB policy.

**Table 1  
Transportation Impacts Identified at the Second Working Group Meeting and the Public Workshop**

Impacts that could be assessed in the short-term (0-3 years)	Impacts that could be assessed in the long-term (3-5 years)	Impacts that are not applicable
<p>Access to all jobs<sup>1</sup>  Access to commuter rail stations<sup>1</sup>  Access to healthcare facilities<sup>1</sup>  Access to public transit service at off-peak hours<sup>1,2</sup>  Access to recreational space<sup>1,2</sup>  Access to retail jobs<sup>1</sup>  Carbon monoxide emissions<sup>1</sup>  Commuter rail use<sup>1</sup>  Congestion<sup>1,2</sup>  Mode share<sup>1,2</sup>  Particulate matter emissions<sup>1</sup>  Time spent transferring<sup>1,2</sup>  Access to jobs by public transit<sup>2</sup>  Transportation network connectivity<sup>1,2</sup>  Travel time to work<sup>2</sup></p>	<p>Access to active transportation options<sup>1,2</sup>  Availability of structured bicycle parking<sup>2</sup>  Availability of transportation options<sup>1</sup>  Access to public transit in the suburbs<sup>2</sup>  Access to transportation for people with disabilities<sup>1,2</sup>  Bicycle and pedestrian safety<sup>1</sup>  BRT effects on travel time<sup>2</sup>  Climate change impacts and resiliency<sup>1</sup>  Cost of bikeshare memberships relative to household income<sup>1</sup>  Cost of transportation as a function of household income<sup>1,2</sup>  Density increases near transportation investments<sup>1</sup>  Frequency of public transit service<sup>1,2</sup>  Health effects after displacement<sup>1</sup>  Major roads dividing neighborhoods<sup>2</sup>  Impact of transportation on real estate prices<sup>1</sup>  Improvements to transit<sup>1</sup>  Increase in TOD density near transportation investments<sup>1</sup>  Maintenance funding<sup>2</sup>  New housing near public transit investments<sup>1</sup>  North-south connections<sup>2</sup>  Other air quality impacts<sup>2</sup>  Parking availability<sup>1</sup>  Reliability of public transit and paratransit<sup>1,2</sup>  Reverse commute options<sup>1</sup>  Safety<sup>2</sup>  TNCs impact on transit<sup>2</sup>  Transportation access and options available to the elderly<sup>1</sup>  Transportation connections between communities<sup>2</sup>  Transportation costs after displacement<sup>1</sup>  Transportation network connectivity<sup>1</sup></p>	<p>Disconnection between projects and what the public wants<sup>1</sup>  Enforcement of traffic rules<sup>2</sup>  Excessive parking requirements<sup>2</sup>  Gentrification<sup>2</sup>  Greenway maintenance<sup>2</sup>  Impact of the “Big Dig” on willingness to undertake large transportation projects<sup>1</sup>  Impact of the transportation system on all aspects of life<sup>1</sup>  Impacts of new technology<sup>2</sup>  Lack of proactive transportation planning<sup>1</sup>  Lack of revenue generation<sup>1,2</sup>  Lack of support for transportation in the Massachusetts legislature<sup>1</sup>  Legible and people-focused wayfinding<sup>1</sup>  Noise<sup>2</sup>  Ownership of different vehicle types<sup>1</sup>  Partnerships between transportation agencies and private companies<sup>2</sup>  Political will<sup>1</sup>  Regulation of ridesharing and TNCs<sup>1,2</sup>  Reliability of public transit in inclement weather<sup>1</sup>  Transit timing<sup>1,2</sup>  Uneven distribution of advocacy between wealthier and poorer communities<sup>1</sup>  Use of zero-emissions vehicles<sup>1</sup></p>

<sup>1</sup> Impacts identified by stakeholders

<sup>2</sup> Impacts identified by members of the public

BRT = bus rapid transit; TNC = transportation network company; TOD = transit-oriented development.