



MassMoves

A Vision for the Commonwealth's 21st-Century Transportation System



Barr
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MASSMOVES

MassSenate

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We would also like to acknowledge the following individuals and groups who contributed to the success of the *MassMoves* initiative:

Advisory Group

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Regional Partners

MassMoves would like to thank the Massachusetts Regional Planning Agencies, Metropolitan Planning Organizations, and regional transportation planners who reviewed this initiative in three different meetings. These organizations also provided a list of their key projects and priorities for each region to inform workshop participant discussion.

State Senate

Thanks to Senate President Stanley Rosenberg, Transportation Committee Chair Thomas McGee and Vice-Chair Joseph Boncore, Senator Michael Rodrigues, and Senate Minority Leader Bruce Tarr for their strong support of this initiative. Thanks also to the members of the Massachusetts State Senate and their staffs who participated in the transportation visioning workshops and assisted with the logistical planning in each region.

Chapter 1: Introduction and Overview

MassMoves

For more than a decade, Massachusetts has had an ongoing dialogue about how to improve the condition and performance of its transportation system, and how to pay for it. This dialogue resulted in the enactment of one major transportation reform initiative (in 2009) and another effort to increase state transportation revenues (in 2013).

These initiatives, while important, have not been sufficient to restore our public transportation network to a state of good repair, reduce congestion on our roads, make transportation faster and easier across the state, or substantially reduce greenhouse gas emissions from our transportation sector.

There have recently been coordinated efforts to consider how to transform parts of our transportation network into a modern, sustainable system. The City of Boston's *GoBoston 2030* and MassDOT's *Focus 40* visioning initiatives are examples of how government is engaging residents in an active and ongoing conversation about key components of their transportation future.

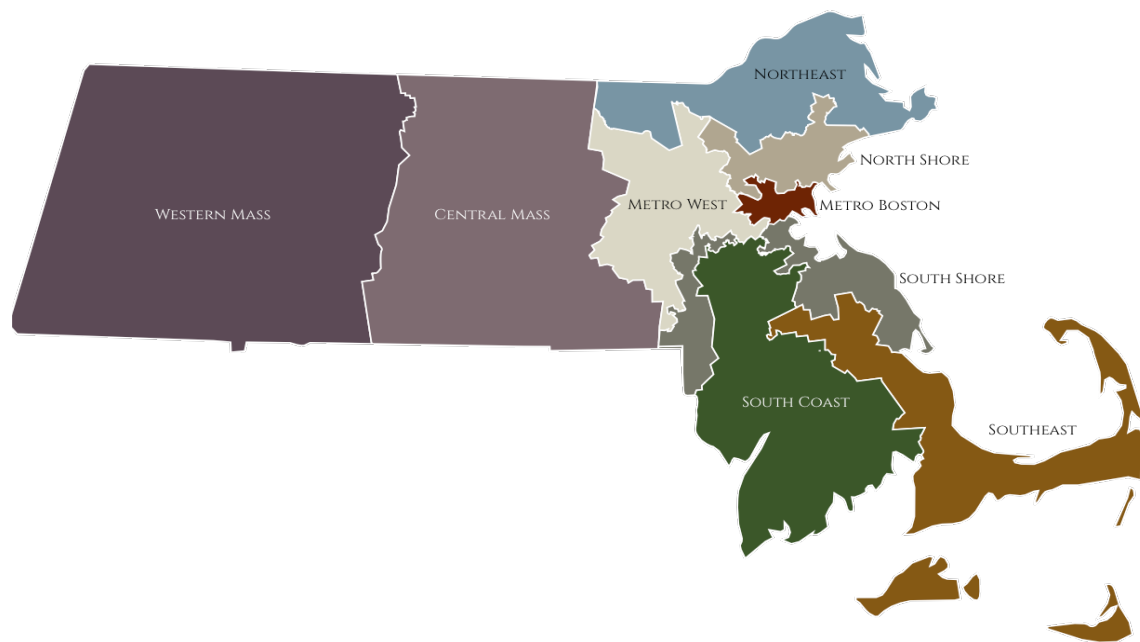
These public engagement efforts helped inspire the formation of *MassMoves*, an initiative designed to engage residents across the entire Commonwealth in discussions about their aspirations for the state's transportation future. *MassMoves* leveraged the Massachusetts State Senate's biannual *Commonwealth Conversations* listening tour, running lunchtime workshops in each of nine regions across the state. We explored citizens' views and asked specific questions designed to identify their transportation values and what they want to see done to improve the system.

MassMoves sought to explore whether, and to what extent, citizens from every region of the Commonwealth hold to the same or similar values, priorities, and recommendations when it comes to mobility. By identifying those shared values, priorities, and recommendations, *MassMoves* hopes to inform transportation policymaking in the Commonwealth and enable decision-makers to craft legislation that is built upon the expressed needs and aspirations of the public.

MassMoves Design and Participation

As noted, *MassMoves* was structured around nine regional workshops as part of the Massachusetts Senate *Commonwealth Conversations* project. Figure 2.1 shows the nine regions that correspond to the nine *MassMoves* regional workshops.

Figure 1.1: *Commonwealth Conversations/MassMoves*: Nine Workshop Regions



Each workshop was open to anyone interested in attending and was publicized by the State Senate and by the local Regional Planning Agencies. Participants included citizens, transportation professionals and advocates, as well as business owners. The workshops were also attended by state senators participating in the *Commonwealth Conversations* tour. On average about one-third of the Senate attended at least part of each workshop. Each workshop lasted approximately two hours.

Over 500 people participated in the nine regional workshops.

Over 500 people participated in the nine regional workshops. As Table 2.1 shows, the workshops ranged in size from 37 in Central Massachusetts to over 100 in Western Massachusetts.¹ The workshop participants were self-selected in that they were interested in

¹ The workshop participant numbers listed in Table 2.1 reflect the number of participants who participated in the keypad polling, and do not include numerous out-of-region Senators who attended but did not generally participate in that region's polling, as well as Senate staff members and other

transportation issues for a variety of reasons and volunteered to attend and participate. They were not a representative sample of Massachusetts' residents.

Table 1.1: *MassMoves* Regional Workshop Participation

Central Mass	37
Metro Boston	76
Metro West	46
Northeast Mass	45
North Shore	57
South Coast	67
South Shore	49
Southeast Mass	50
Western Mass	104
Total	531

The noontime scheduling of the workshops may have prevented some residents from attending. To accommodate those who could not attend one of the daytime workshops, we distributed an online survey to residents who attended one of the evening *Commonwealth Conversations* sessions (see Appendix D for survey results). We also hosted one additional workshop with business leaders from across the state, which involved a different format and slightly different polling questions (see Appendix E for details).

Each regional workshop used the same agenda and comprised three parts.² First, following a welcome and call to action by Senate President Stan Rosenberg and an overview of the workshop by the *MassMoves* facilitator, former Secretary of Transportation Jim Aloisi provided a snap-shot of Massachusetts' current transportation system (see Chapter 2 for summary).

The second portion of the workshop focused on transportation goals and priority actions for a 21st century transportation system for the state as a whole. After a brief presentation by the facilitator, participants—organized in small groups—discussed what goals and actions they thought were most important for the state, keying off lists of potential goals and actions prepared by the *MassMoves* team. Workshop participants were then polled on the potential goals and actions (and other related questions) using keypad-polling devices, which allowed everyone in the room to see the polling responses for the full group. We also polled participants on their assessment of the current transportation system and how important they think it is for elected officials to take action. In preparing the lists of potential goals and actions for this session, the *MassMoves* team worked with an advisory group and separately with representatives from the Regional Planning Agencies.

observers. The original Central Mass workshop date had many more registrants but had to be rescheduled because of a major winter storm.

² A copy of a detailed sample agenda is included in Appendix A.

The third and final portion of the workshop focused on potential actions to improve transportation regionally. Participants were asked to develop their own lists of priority actions for a 21st century transportation system for their own region. After sharing and discussing their priorities in small groups, participants were polled about their regional priorities. They were also asked a series of questions about how to pay for transportation.

At the conclusion of the workshop, participants were asked to jot down a sentence or two regarding their vision for a 21st century sustainable transportation system for Massachusetts as a whole.

Overview of Remainder of Report

The remainder of this report includes chapters addressing the following topics:

- Chapter 2 (**Transportation in Massachusetts 2017: Snapshot in Time**) includes a summary of the background information on the Massachusetts transportation system that the *MassMoves* team presented at the beginning of each workshop.
- Chapter 3 (**Rating the Current Transportation System and Transportation Priority**) provides the workshop participants' assessment of the current transportation system and how important they think it is for elected officials to take action.
- Chapter 4 (**Statewide Transportation Goals**) provides participants' prioritization of potential statewide transportation goals for a 21st century transportation system.
- Chapter 5 (**Statewide 21st-Century Transportation Actions and Priorities**) provides the workshop participants' priorities for actions and modes that should be supported to help usher in a 21st-century sustainable transportation system statewide.
- Chapter 6 (**Regional Transportation Actions and Priorities**) examines the similarities and differences in each region for priority high-level actions, as well as specific regional projects of interest.
- Chapter 7 (**Funding the Transportation Transformation in Massachusetts**) provides participant feedback on several different funding issues.

The appendices include:

- A sample *MassMoves* regional workshop agenda (Appendix A);
- Polling data from each regional workshop for all the questions asked (Appendix B);
- Raw data from the sticky dot polling exercise, including every action that received at least one vote (see Chapter 6 for details), as well as copies of the vision statements we collected from participants at each workshop (Appendix C);
- Results from the online survey (Appendix D); and
- Results from the meeting with business leaders (Appendix E).

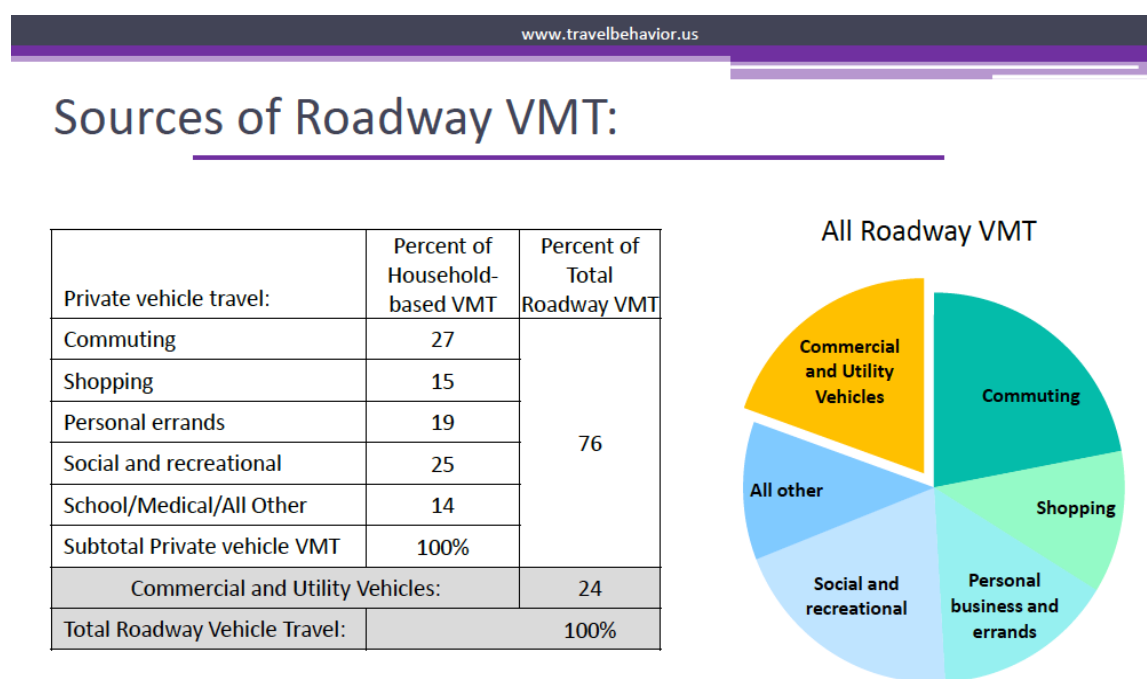
Chapter 2: Transportation in Massachusetts 2017: Snapshot in Time

There are many ways to assess how our transportation system serves the residents of Massachusetts. During each workshop we presented background information on the current transportation landscape in Massachusetts organized around six core topics: destinations, travel modes, travel time, quality of life, funding, and gaps in the current system.

1. Destination: Where Do We Go?

The short answer is: *everywhere*. Transportation is integral to our lives, taking us to jobs, school, doctors, visits to family or friends, shopping centers, entertainment venues, and recreational sites. Whether we drive, take transit, cycle or walk, we require convenient, safe and reliable mobility to get from our place of residence to and from any of these destinations. In Massachusetts, past research shows there is no single dominant use of mobility. Travel is spread fairly evenly across the different types of trips people take everyday.

Figure 2.1: Sources of Roadway Vehicle Miles Traveled (McGuckin 2009)



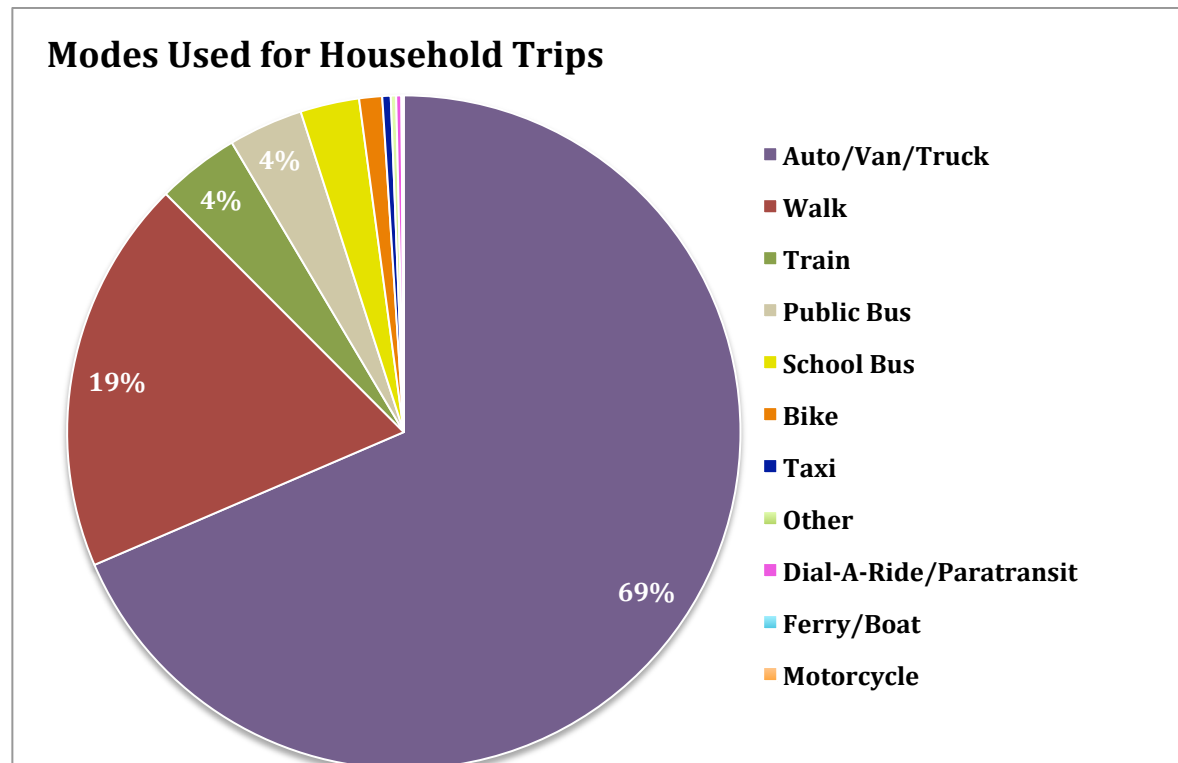
Source: McGuckin's analysis of NHTS 2009 and HPMS VM-1 2009

With people traveling for many different reasons, it's important for policymakers not to focus exclusively on rush hours and work commuting. There are many other reasons residents need to get around.

2. Mode: How Do We Get There?

Massachusetts residents principally use cars, vans, and trucks to get from one place to another—nearly 70 percent of the time. That may be no surprise, but it may be surprising that the second most utilized form of mobility is walking.

Figure 2.2: Modes Used for Household Trips (MA Travel Survey 2012)

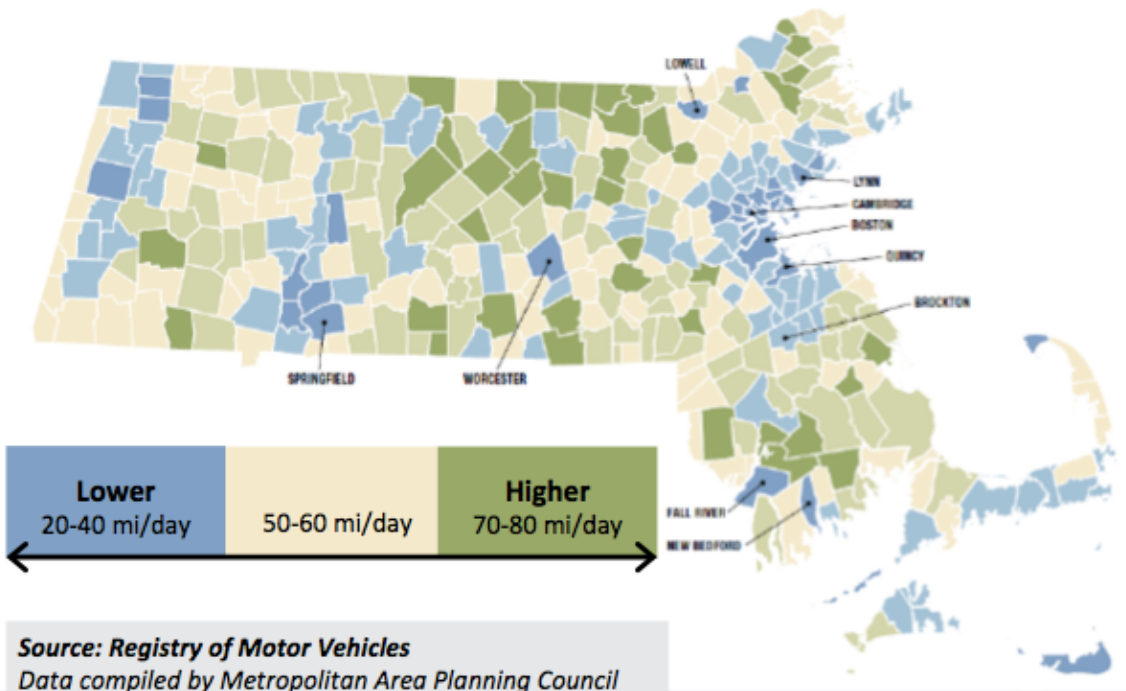


Transportation choices vary considerably around the Commonwealth. The MBTA system provides bus and rail service in and around Metropolitan Boston, but while its service area reaches about 75 percent of the state's population, those farthest out are served only or primarily by commuter rail. Those living outside the reach of the MBTA system rely heavily on cars for their mobility. Regional Transit Authorities (RTAs) provide public bus service outside the MBTA service area, but their ridership is relatively small. Water transportation is available to differing degrees along the coast and to and from the Islands. In many urban areas, travel by cycling is increasing. The variety of modal choices, and the increasing interest in non-vehicular travel, will influence transportation policymaking now and into the future.

3. Travel Time: How Far Do We Travel?

In many ways, land use density is transportation destiny. For those residents of the Commonwealth who live in more urbanized areas, travel options are typically more robust and travel times considerably shorter than they are for their rural or suburban counterparts. People living outside these denser urban clusters are likely to be travelling as many as 70 miles more every day.

Figure 2.3: Daily Vehicle Miles Travelled Per Household by Community



There is no easy solution to this challenge—not every square mile of the Commonwealth can or should be a high-density environment. Difficult water and sewer infrastructure issues make it unfeasible to increase housing density in many rural areas. Farming and green space preservation are both essential. We must recognize the consequences of the state’s land use diversity and consider how to most effectively, and fairly, level the playing field by providing multi-modal transportation options.

4. Quality of Life: What Are The Impacts of Our Transportation Choices?

Transportation cannot be considered in a vacuum. Its impacts are felt across all elements of our lives. The quality of our lives is improved by having access to convenient, reliable transportation systems. But the transportation sector’s impacts can often be negative. Largely because of the dominance of vehicular travel, the transportation sector is a major and growing contributor to air pollution, with negative impacts on human health and the environment. For example, particulate emissions from vehicles contribute to the high incidence of asthma among our

children (one in five children in the Commonwealth have asthma), and transportation has also surpassed electricity generation as the chief source of carbon emissions in the Commonwealth. This reality is in tension our obligations under state law to achieve 80 percent reduction in greenhouse gas emissions by 2050—this target will likely be well out of reach if current trends in the transportation sector continue.

Moreover, congestion on our roads means many of our citizens are wasting enormous amounts of time in clogged traffic. The average driver in the Metro Boston region is stuck in traffic 53 hours each year—the equivalent of about 6.5 vacation days. That wasted time is bad for the economy, the wasted fuel is bad for the environment, and the overall experience is bad for our quality of life.

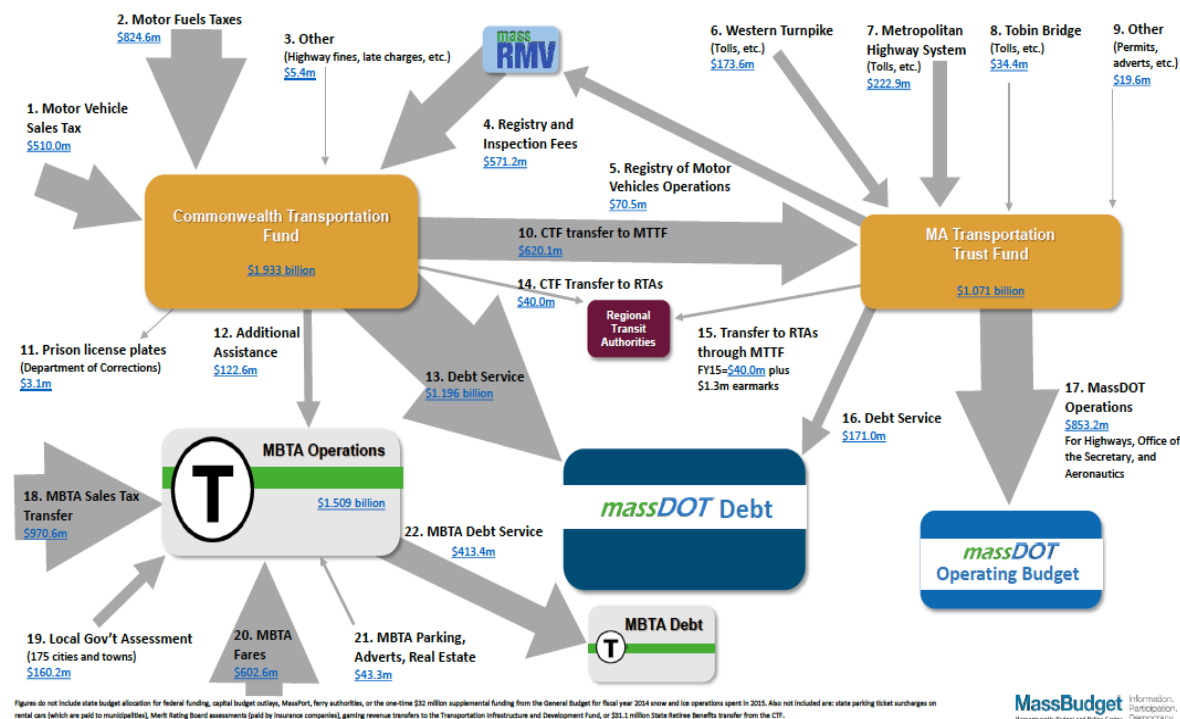
The average driver in the Metro Boston region is stuck in traffic 53 hours each year—the equivalent of about 6.5 vacation days.

On the positive side, transportation can enable economic growth. The clusters of recent development in places like Somerville’s Assembly Square and Boston’s Seaport District—private sector investment spurred by public sector investment—have accounted for significant growth in temporary construction jobs and permanent office and retail jobs. Investment in transportation infrastructure is a proven “good bet,” generating three dollars in economic activity for every dollar invested.³

³ Business Roundtable. “Road to Growth: The Case for Investing in America’s Transportation Infrastructure.” September 2015.
<http://businessroundtable.org/sites/default/files/2015.09.16%20Infrastructure%20Report%20-%20Final.pdf>

5. Funding: How Do We Pay For It?

Figure 2.4: Annual State Transportation Funding Allocation (MassBudget 2015)



As the information graphic above shows, transportation funding is complicated! Here is the simple version: For highway bridge and tunnel needs, most state funding comes from four sources:

- (1) State excise tax on gasoline (currently 24 cents/gallon) (\$825 million annually);
- (2) State sales tax on the purchase of vehicles (\$510 million annually);
- (3) Registration and annual inspection fees (\$571 million annually); and
- (4) Tolls (on Interstate 90) and the Boston harbor tunnel and bridge crossings (\$431 million annually).⁴

The MBTA receives about \$1 billion annually from the state sales tax. It also generates a little over \$600 million annually from fares paid by T riders.

Debt is a significant issue at the MBTA. The T pays over \$400 million annually in debt service covering debt in three different categories: (1) "Legacy" debt, representing debt from projects undertaken before 2000; (2) "Big Dig" debt, representing debt allocated to the T as part of the funding of the Central Artery/Tunnel project; and (3) current debt (debt incurred after 2000).

⁴ These figures represent a snapshot in time based on the MassBudget depicted above.

In addition, about \$80 million is allocated to the state's 15 Regional Transit Authorities, which provide bus services outside the MBTA's service area.

6. Where Are The Gaps?

There are serious financial and policy gaps that frustrate the objective of operating and maintaining a reliable, efficient and modern transportation system. With respect to vehicular travel, MassDOT has estimated a \$1.7 billion gap in funding needs for the state highway, bridge and tunnel system over a period of ten years (beginning in FY2014). This gap does not include funding needed for local roads and bridges. The MBTA's Fiscal Management and Control Board has estimated a \$7.3 billion gap in state-of-good-repair needs for our state's largest transit system. Each of the Regional Transit Authorities has different and unique state-of-good-repair needs for their fixed route and on demand bus systems. Overall, these funding gaps are not the subject of dispute or disagreement: the only open questions are the best ways—and how quickly—to reduce the gaps.

In addition to the funding gaps, there are policy gaps. One gap that may warrant attention is the inability of municipalities or regions to chart their own course when it comes to funding local transportation projects. Many states allow cities and towns, or clusters of cities and towns, to adopt (by a vote of their citizens) a special local tax, fee, or other assessment in order to fund a specific transportation project of local importance. Massachusetts does not currently permit this.

Chapter 3: Rating the Current Transportation System and Transportation Priority

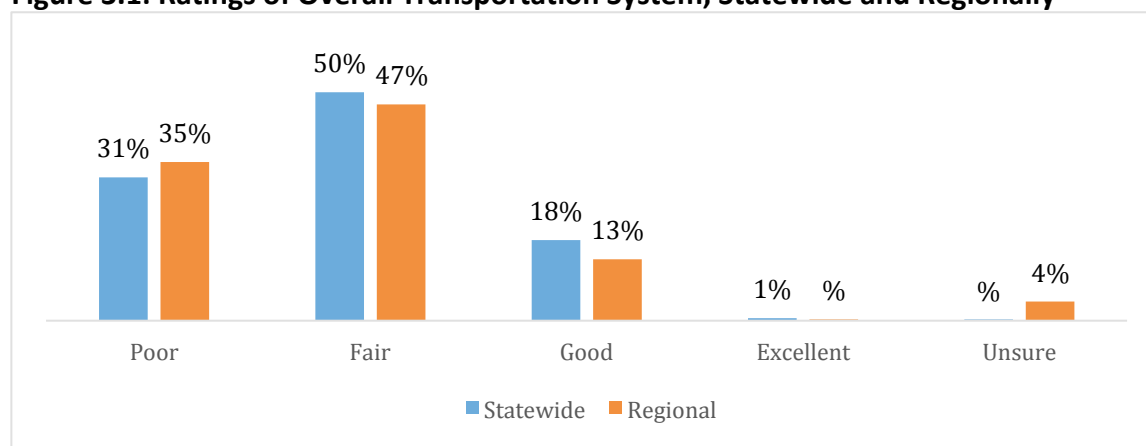
Workshop participants do not think the transportation system is in very good condition, and they strongly support making transportation a higher priority for the state.

System Condition

We asked the workshop participants, “**Overall, how would you rate the transportation system in Massachusetts, meaning all roads, bridges, tunnels, bike paths, and the public transportation system (trains, subways, buses, & ferries)?**” We also asked them how they would rate the overall transportation system in their region of the state.

Workshop participants believed strongly that the Massachusetts transportation system is not in very good shape, with 50 percent rating it as “fair” and 31 percent rating it as “poor.” Fewer than 20 percent rated it as “good” or “excellent.” When asked to rate the transportation system in their own region, the ratings were similar to the statewide ratings.

Figure 3.1: Ratings of Overall Transportation System, Statewide and Regionally



There was more variability in how participants in each region viewed the transportation system in their own area than in how they viewed the statewide transportation system as a whole. No region on average viewed the condition of its regional transportation as good to excellent. Differences among regions were small, but Metro Boston and Northeast participants viewed their respective regional transportation systems relatively more favorably than their counterparts in the South Coast and North Shore. Responses from participants in the South Shore, Southeast, Western Mass, Central Mass, and MetroWest fell in between.

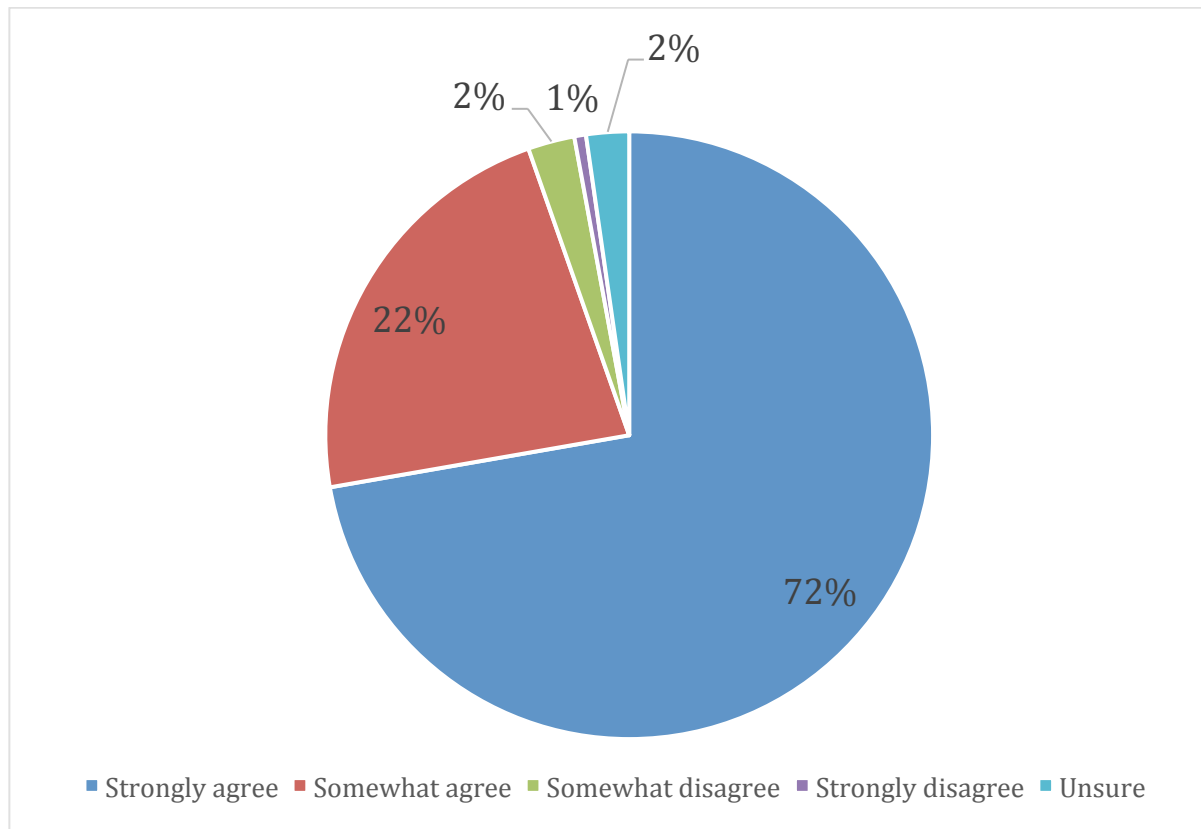
Table 3.1: Mean Condition of Transportation Systems Statewide and by Region
(1=Poor to 4=Excellent)

	Statewide	In Your Region
Overall	1.9	1.8
Central Mass	1.9	1.7
Metro Boston	2.0	2.1
MetroWest	1.7	1.8
North Shore	1.8	1.5
Northeast	1.9	2.0
South Coast	1.8	1.6
South Shore	2.0	1.8
Southeast	2.1	1.9
Western Mass	1.8	1.7

Priority

We also asked workshop participants how much they agreed or disagreed with the following statement: ***“A much better transportation system for everybody should be an even higher priority for our elected officials than it is today.”*** Workshop participants overwhelmingly agreed with this statement with 72 percent strongly agreeing, 22 percent somewhat agreeing, and less than 5 percent disagreeing.

Figure 3.2: Agree/Disagree: “A much better transportation system for everybody should be an even higher priority for our elected officials than it is today.”



Majorities in every region of the state “strongly agreed” that elected officials should make transportation an even higher priority than it is today. This sentiment was strongest in Metro Boston (82%) and Western Mass (77%), and still strong but less so in the Southeast (62%) and Central Mass (61%), with other regions falling in between.⁵

⁵ During this session, we also asked participants to identify the three ways that they get around the most of the time in their daily lives. Although there was considerable variability from region to region, looking at all the participants together the top ways participants get around include driving alone (80%), taking some form of transit including train or bus (55%), and walking (53%).

Table 3.2: Making Better Transportation Higher Priority for Elected Officials—*Strongly Agree* by Region

Overall	72%
Metro Boston	82%
Western Mass	77%
North Shore	73%
MetroWest	73%
South Shore	71%
South Coast	70%
Northeast	69%
Southeast	62%
Central Mass	61%

Online survey respondents also agreed with this statement: 62 percent strongly agreed, and 21 percent somewhat agreed. We also asked online survey participants to rate transportation as a priority alongside other policy issues. 42 percent think transportation should be a “top priority,” and another 50 percent of thought it should be a major priority.⁶

In summary, the workshop participants believed that Massachusetts’ overall transportation system as well as the transportations systems in their respective regions are in fair to poor shape, and that state officials should make transportation an even higher priority than it is today.

⁶ These are strong numbers, but in our online poll respondents actually ranked transportation behind other issues like combatting climate change and improving public education (details available in Appendix D).

Chapter 4: Statewide Transportation Goals

Workshop participants felt that all the values put forward were important, but economic priorities came out on top overall and in each region. The results suggest that a 21st-century vision should embrace multiple goals, while leading with the connection between transportation and the economy.

During the workshop, we presented eight potential goals for a 21st-century transportation system for Massachusetts, shown below in Table 4.1.⁷

Table 4.1 Potential Goals of a 21st Century Transportation System for Massachusetts

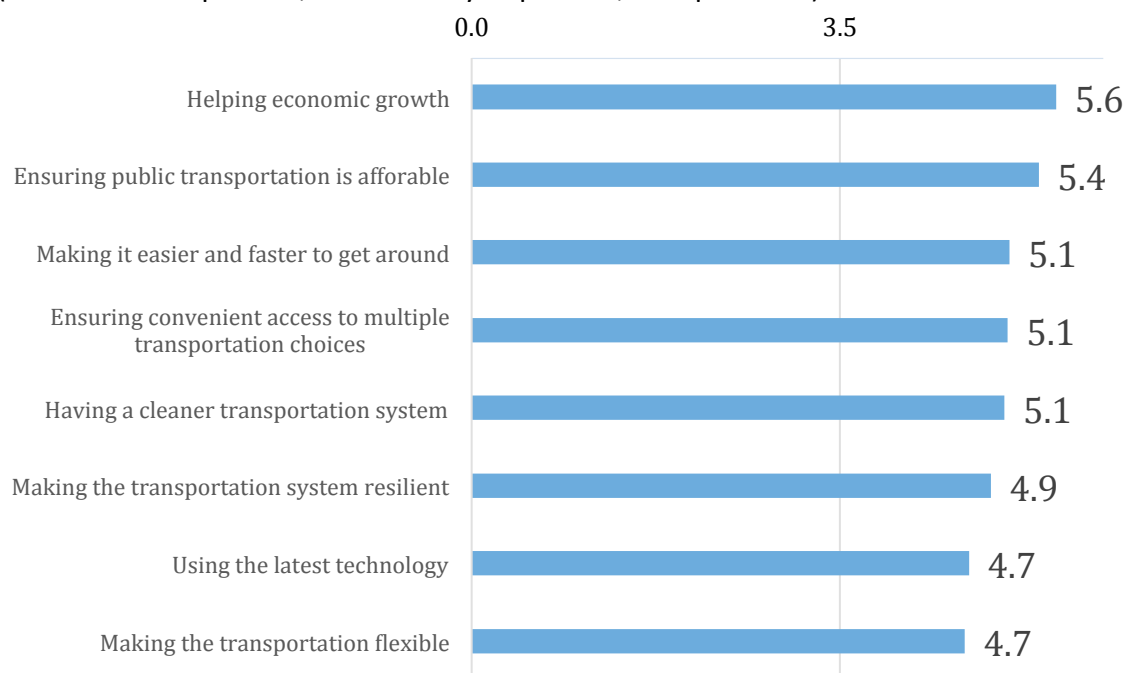
- It should be **easier and faster to get around**, whether by car, public transportation, walking, or biking.
- Transportation should be **cleaner**, producing far fewer greenhouse gases and other types of pollution than it does today.
- Public transportation should be **affordable** to those who need it most.
- No matter their age, income, race or where they live, residents should have **convenient access** to multiple transportation choices.
- Our transportation network should be **flexible** enough to keep up with changes in the economy and how people want to get around.
- Our transportation network should be **resilient**, meaning it can bounce back from severe weather and changes to the region's climate.
- Transportation should **help economic growth** by connecting people to jobs and education, and enabling easy transport of goods and services.
- Our transportation network should use **the latest technology** to manage traffic and provide real-time information to help residents plan their trips.

Workshop participants discussed in small groups which goals they believed were most important, and were then polled on how important each potential goal was from their perspective. We asked each participant to rate each potential statewide goal on a scale of 1 (not at all important) to 6 (extremely important).

⁷ As noted above, the *MassMoves* team developed these goal statements with feedback from its advisory group as well as a separate group comprising representatives of the Commonwealth's Regional Planning Agencies.

Overall, the two most important goals statewide for a 21st-century transportation system were economic: **helping economic growth** (mean of 5.6) and making sure public transportation is **affordable** (5.4). These were followed by a tie among three different goals (at a mean of 5.1)—making it **easier and faster to get around**, having **convenient access** to multiple transportation choices, and having a **cleaner** transportation system. The goals with lower, but still positive support statewide were making the transportation system more **resilient** (4.9) and **flexible** (4.7), and **using the latest technology** (4.7).

Figure 4.1: Massachusetts 21st Century Transportation Goal Priorities
(Scale 1=Not Important; 6=Extremely Important; Mid-point 3.5)



The overall ranking of statewide goals mainly held up in each region (Table 4.2). Eight of the nine regions had **helping economic growth** as their top goal. Eight of the nine regions had **affordability** of public transportation as their second most important goal, and the ninth had it as most important. Making it **easier and faster to get around** had a mean over 5.0 in every region but one. Some other notable high ratings include **making transportation cleaner** in MetroWest (5.5), **convenient access** in MetroWest (5.3) and WesternMass (5.4), and **resilient** in South Shore and Northeast (5.3).

Economic goals were also near the top in the online survey, ranked second and third behind making the transportation sector cleaner.⁸

⁸ The preference for a climate change goal is consistent with the high priority that online survey respondents assigned to climate change as a policy goal for the Commonwealth (see Appendix D for details).

Table 4.2: Massachusetts 21st Century Transportation Goals, by Region
(Scale 1=Not Important; 6=Extremely Important; Mid-point 3.5)

	Overall	Central Mass	Metro Boston	Metro West	North Shore	North east	South Coast	South Shore	Southeast	Western Mass
Helping economic growth	5.6	5.9	5.2	5.4	5.6	5.7	5.7	5.4	5.7	5.6
Ensuring public transportation is affordable	5.4	5.4	5.5	5.2	5.3	5.5	5.3	5.1	5.4	5.5
Making it easier and faster to get around	5.1	5.2	5.0	4.6	5.2	5.3	5.2	5.3	5.3	5.0
Ensuring convenient access to multiple transportation choices	5.1	4.9	5.3	5.0	4.9	4.6	5.0	4.9	5.2	5.4
Having a cleaner transportation system	5.1	4.9	5.5	5.1	5.0	5.0	4.6	5.0	5.1	5.1
Making the transportation system resilient	4.9	4.6	5.1	4.5	5.0	5.3	4.9	5.3	5.0	4.7
Using the latest technology	4.7	4.3	4.6	4.9	4.8	5.0	4.6	4.9	4.7	4.6
Making the transportation flexible	4.7	4.6	4.5	4.7	4.8	4.7	4.7	4.7	4.8	4.7

In summary, all of the potential statewide goals were embraced by workshop participants as important for a 21st-century transportation system. Although there were some regional differences among the relative ranking of some of the goals, each region deemed all the goals important and the ratings were similar. This suggests that a potential vision for transportation should embrace a wide range of goals, but should probably lead with the connection between transportation and the economy, which was most popular in the workshops and has garnered similar support in representative polling of all voters.

Chapter 5: Statewide 21st-Century Transportation Actions and Priorities

Public transportation—rail and bus—and more sustainable land development were the top three actions favored to implement a 21st-century vision for transportation. Roads matter too, but transit was most popular, even in regions far beyond the reach of the MBTA.

After the discussion and polling about goals for the transportation system, we presented workshop participants with a set of possible actions to achieve these goals, and gave them a chance to discuss and poll on their preferences. Table 5.1 shows the list of potential actions.⁹

Table 5.1: Potential Actions for 21st-Century Sustainable Transportation System

- | |
|--|
| <ul style="list-style-type: none">• Repair roads, tunnels and bridges to reduce traffic congestion and wear and tear on cars• Improve and expand rail transit, including subways, trolleys, and commuter and intercity trains• Improve and expand bus service including local and intercity buses, and bus rapid transit (BRT)• Improve and expand water transportation, like ferries, along the coast• Build more sidewalks and paths to encourage walking• Build more and safer bike lanes and paths, and promoting shared bike programs to encourage more bicycling• Encourage land development so more people can walk, bike, or take transit to work or run errands• Encourage more carpooling and shuttle services, to reduce driving alone• Encourage ride services like taxis, ZipCar, Uber, and Lyft, to enable people to live with no or fewer cars• Incentivize drivers to purchase more fuel efficient cars, including hybrids and electric vehicles• Support tighter fuel efficiency standards for cars, at the state and national level |
|--|

To inform the discussions on these actions, we provided the following important background information, accompanied by charts and graphs:

- Massachusetts law requires the Commonwealth to **reduce greenhouse gas emissions to 25 percent below 1990 level emissions by 2020 and 80 percent by 2050** (Global Warming Solutions Act, 2008).

⁹ These actions—like the list of goals—were developed by the *MassMoves* team with feedback from its advisory group and a separate group comprising representatives of the Regional Planning Agencies.

- **Federal Café Standards** currently at 37 miles per gallon average for new cars in 2017 are slated to **increase to 55 miles per gallon by 2025** (note: midway through the regional workshops, the Trump Administration announced its intention to scale back the 2025 standards).
- The Massachusetts Department of Transportation in 2012 established a mode shift goal to **triple the share of travel in the Commonwealth by bicycling, transit, and walking**.
- Governor Baker signed a memorandum of understanding with eight other states committing Massachusetts to **have 300,000 zero emissions vehicles registered in Massachusetts by 2025**.

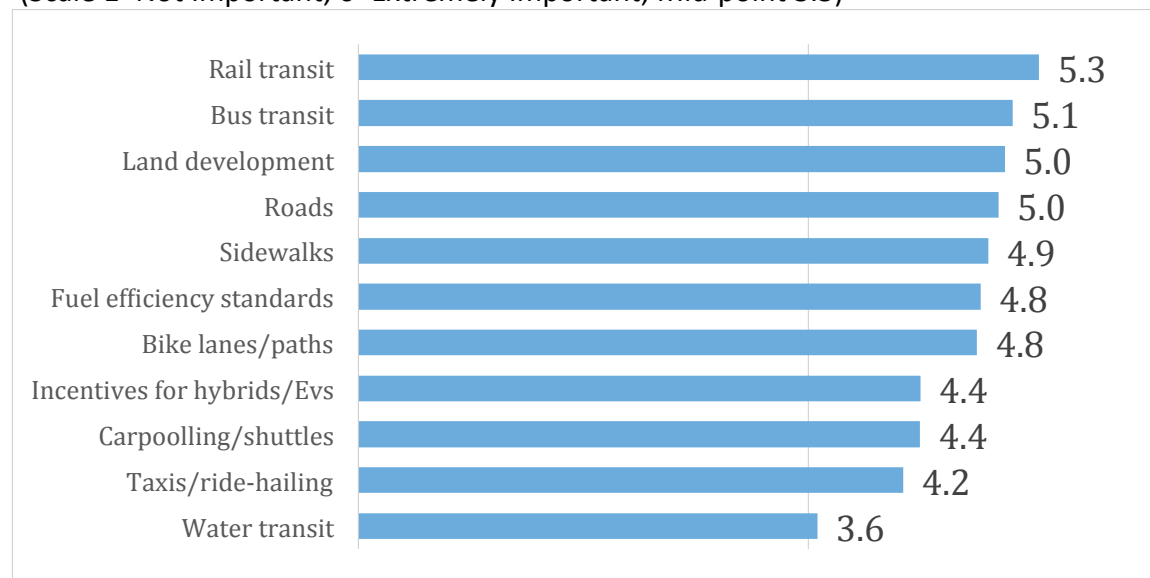
We asked the workshop participants to discuss in small groups which actions they believed were most important and least important for the state of Massachusetts as a whole. We then polled the participants on how important each potential action was from their personal perspective. We asked each participant to rate each action on a scale of 1 (not at all important) to 6 (extremely important).

Figure 5.1: Statewide Actions for 21st Century Sustainable Transportation System

Which actions are most important for getting Massachusetts on a pathway to a 21st century transportation system?

(See Table 5.1 for specific wording of each action)

(Scale 1=Not Important; 6=Extremely Important; Mid-point 3.5)



Overall, all eleven actions were rated as important (Figure 5.1). The mean scores for ten of the eleven actions were well above the mid-point in the rating scale (3.5). **Improving and expanding water transportation** was just over the mid-point (3.6).

The most highly rated statewide action was **improving and expanding rail transit** (5.3). The next most important cluster of actions were improving and expanding **bus service** (5.1); encouraging **land development** to facilitate walking, biking, and transit (5.0); repairing **roads, bridges, and tunnels** (5.0); sidewalks and paths to encourage **walking** (4.9); tighter **fuel efficiency standards** (4.8); and **bike lanes and paths** (4.8). Somewhat less highly ranked but still important were incentives for **more fuel efficient cars** (4.4); **carpooling and shuttle services** (4.4); and **ride services** like taxis, ZipCar, Uber, and Lyft (4.2).

It's notable that public transportation (rail and bus) came in at the top of the statewide actions, followed by land development to encourage more use of transit (as well as walking and biking).

There was slightly more regional variation on these actions than on the broader goals, but also a fair amount of agreement on the top measures (Table 5.2). All of the regions had **improving and expanding rail transit** (including subways, trolleys, and commuter and intercity trains) rated as their top or second highest choice for the state as a whole (with means ranging from 5.1 to 5.5), even in those regions with less developed rail systems.

Other options that had very high support (rated 5.0 or higher) across a majority of regions included **bus service** (five regions); sidewalks and paths to encourage **walking** (six regions); and repairing **roads, bridges, and tunnels** (seven regions). While encouraging **land development** to facilitate walking, biking, and transit didn't have a majority of regions with very high support (above 5.0), there were still regions that ranked this among their top three actions and gave it very high support—Metro Boston (5.5), South Shore (5.4), and MetroWest (5.2). This support was enough to propel that option to third place when responses from all the regions were combined. Water transportation lagged behind other options overall, but it did better in the coastal regions most likely to use it: the North Shore (5.1), South Shore (4.7), and the Southeast (4.4)

Table 5.2: Statewide Actions for 21st-Century Sustainable Transportation System by Region
(Scale 1=Not Important; 6=Extremely Important; Mid-point 3.5)

	Overall	Central Mass	Metro Boston	Metro West	North Shore	North east	South Coast	South Shore	South east	West Mass
Rail transit	5.3	5.1	5.3	5.3	5.4	5.3	5.2	5.5	5.2	5.2
Bus transit	5.1	5.2	5.2	5.1	4.5	4.9	5.2	4.8	5.1	5.4
Land development	5.0	4.8	5.5	5.2	4.9	4.8	4.9	5.4	4.7	4.9
Roads	5.0	5.0	4.4	5.2	5.1	4.9	5.1	5.3	5.2	5.0
Sidewalks	4.9	4.6	5.0	5.0	4.8	5.0	4.4	4.8	5.2	5.0
Fuel efficiency standards	4.8	4.0	5.0	5.1	4.5	4.8	4.4	5.1	5.2	4.7
Bike lanes/paths	4.8	4.8	5.2	4.9	4.6	4.4	4.3	4.6	5.2	4.9
Incentives for hybrids/Evs	4.3	4.0	4.1	4.7	4.8	4.5	4.1	4.6	4.6	4.2
Carpooling/shuttles	4.3	4.0	4.4	4.8	4.3	4.9	3.9	4.4	4.6	4.1
Taxis/ride-hailing	4.2	4.1	4.0	4.8	4.2	4.4	4.2	4.2	4.4	4.1
Water transit	3.5	2.3	3.1	3.1	5.1	3.3	3.1	4.7	4.4	2.9

Rail transit (5.4) was also the most favored option in the online survey, followed by tighter fuel standards (5.1), improving buses (5.0), and repairing road infrastructure.¹⁰

¹⁰ Once again, the preference for fuel standards reflects the preference among online respondents for combatting climate change and making transportation cleaner (see Appendix D for details).

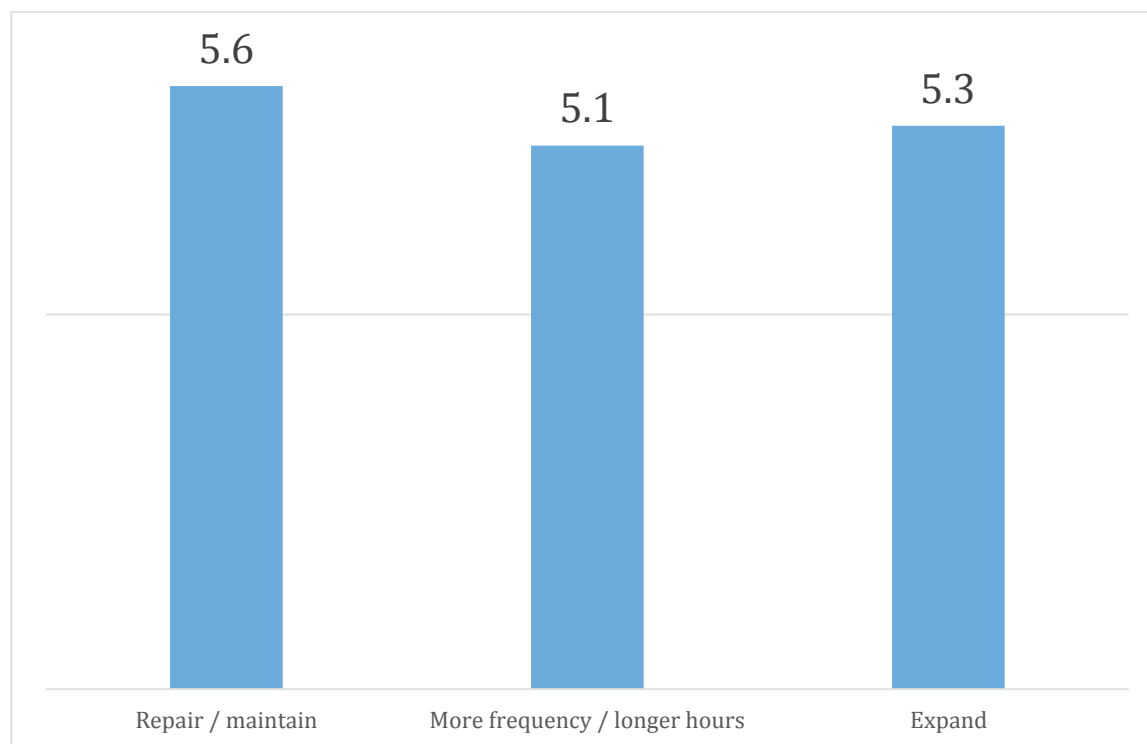
Public Transportation: Maintain, Enhance, or Expand?

We also asked workshop participants to rate three over-arching strategies regarding the statewide public transportation system (including the Regional Transit Authorities, the MBTA, and water transportation). The three strategies were:

- We should repair and maintain the public transit system;
- We should make the public transit system run more often and longer hours, so more people can use it; and
- We should expand the public transit system to serve more people and places.

As Figure 5.3 shows, there was strong support for all three strategies. Repairing and maintaining the public transit system was rated the highest (mean of 5.6), as might be expected. Expanding the public transit system to serve more people and places polled slightly higher (5.3) than enhancing existing services with greater frequencies and longer service hours (5.1).

Figure 5.2: Statewide Public Transit System Strategy, mean scores
(Scale 1=Not Important; 6=Extremely Important; Mid-point 3.5)



Maintaining the existing system was the top preferred strategy in every region (Table 5.4) except in Central Mass. In Western Mass it was tied with expanding service. Expanding public transit service to serve more people and places also was rated above 5.0 in every region (5.1-

5.5) and was the top choice in Central Mass. Enhancing public transit services by having it run more often and longer hours was also rated strongly in each region (4.8 to 5.2). That expanding transit did best in regions that are farthest from the MBTA system is further evidence that improving public transportation is a popular idea across the Commonwealth, even in places with relatively little of it right now.

Figure 5.3: Statewide Public Transit System Strategy, mean scores by region
(Scale 1=Not Important; 6=Extremely Important; Mid-point 3.5)

	Repair / maintain	More frequency / longer hours	Expand
Overall	5.6	5.1	5.3
Central Mass	5.3	5.2	5.4
Metro Boston	5.8	5.0	5.1
MetroWest	5.5	4.8	5.2
North Shore	5.7	5.3	5.2
Northeast	5.6	5.0	5.2
South Coast	5.6	4.9	5.2
South Shore	5.9	5.2	5.2
Southeast	5.7	5.1	5.2
Western Mass	5.5	5.2	5.5

As with the goals for transportation, virtually all of the actions presented were considered important by the workshop participants. There was strong support for public transportation across the Commonwealth in terms of investing in rail and bus transit, land development to encourage transit use, and support for maintaining and enhancing and expanding transit. At the same time, there was also strong support for maintaining roads, bridges and tunnels as well as improving bike infrastructure, suggesting that any vision for the future of transportation should be multimodal.

Chapter 6: Regional Transportation Actions and Priorities

All transportation is local, and regional projects vary, but there was striking consistency across workshops in the belief that improving that rail and bus transit would make the biggest difference in each region of the Commonwealth.

During the second break-out session at each workshop, we asked participants to think about what potential actions for a 21st century sustainable transportation system were most important to their *own* region (as opposed to the state as a whole). We told them they could think about the high-level actions that we had just discussed for the state as a whole, consider a list of potential regional projects that had been prepared by the local Regional Planning Agencies, which we distributed as a handout, or bring forward ideas based their own expertise and experience.

In small group, participants shared their ideas and recorded them on flip charts. After a period for discussion, we gave each participant three sticky dots to “vote” for up to three ideas by placing a sticky dot next to them. Each work group then shared with the full group the one or two ideas that received the most sticky dot “votes” from their group. All the ideas from each working group and from each workshop are reproduced in Appendix C and summarized later in this chapter, along with the number of sticky dots each received.

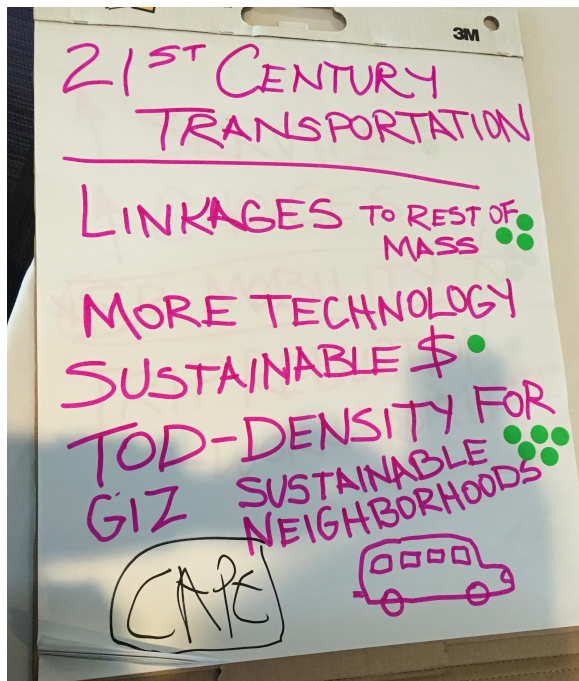


Figure 6.1: Flipchart from the Southeast Regional Workshop, with Sticky Dot Votes

Following the small group discussions, sticky dot exercise, and report outs from each small group, the participants were polled again on the same list of potential actions as before (see Table 5.1).¹¹ This time, however, they were asked to pick the three actions that they thought were most important for their *region*.

Table 6.1 shows the top three preferences for each of the ten different actions for each region.¹² For all the regions, **rail transit** was among the top three priorities, and was the top priority for all but three regions (Central Mass, Southeast, and MetroWest, which each had bus service as their top option). **Bus service** was also among the top three priorities for all regions except one (North Shore).

Regions differed on their third choice, which included **land development** for walking, biking, and transit (Metro Boston, South Coast, Metro West, and North Shore); **road, tunnel, and bridge repair** (South Coast, Southeast, and Northeast); **bike lanes and paths** (Metro Boston and South Shore); **water transportation** (South Shore and North Shore); **sidewalks and paths for walking** (Western Mass); and **ride services** (Central Mass).

Table 6.1: High-Level Priority Actions for a 21st Century Sustainable Regional Transportation Systems

	First	Second	Third
Central Mass	Bus service	Rail transit	Ride services
Metro Boston	Rail transit	Bus service	Land development
MetroWest	Bus service	Land development	Rail transit
North Shore	Rail transit	Water transportation	Bus service
Northeast	Rail transit	Bus service	Roads, tunnels and bridges
South Coast	Rail transit	Bus service	Land development / Roads, tunnels and bridges (tie)
South Shore	Rail transit	Bus service	Bicycling infrastructure
Southeast	Bus service	Rail transit	Roads, tunnels and bridges
Western Mass	Rail transit	Bus service	Walking infrastructure

¹¹ The list did not include the option to support tighter fuel efficiency standards since this was seen more as a statewide and national action than as a local regional action.

¹² Note that for the Metro Boston, South Coast, and South Shore regions there was a flaw in the polling for this question during the workshop, and the numbers in the table represent the results of follow-up online polling from the workshop participants in those regions.

The regional priorities track fairly closely with the actions that participants thought would be best for the state as a whole. Public transportation (rail and bus) received significant support, even in regions outside the MBTA service area. At the same time, the varying third-position actions are a reminder that all transportation is local and regional priorities are important.

Sticky Dot Exercise Analysis

In the remaining pages of this chapter, we summarize the feedback from the sticky dot exercise described above. For the purposes of comparing across groups and regions, the ideas written on flipcharts were grouped into broader categories and tallied. The figures below show the percentage of all workshop participants in that region who voted for an idea grouped into that category. Percentages may total more than 100 because individual recommendations/ideas could be grouped into multiple categories. Recommendations/ideas that received no sticky dot votes were not included. The full listing and wording of all the recommendations, and the number of votes each received, can be found in Appendix C.

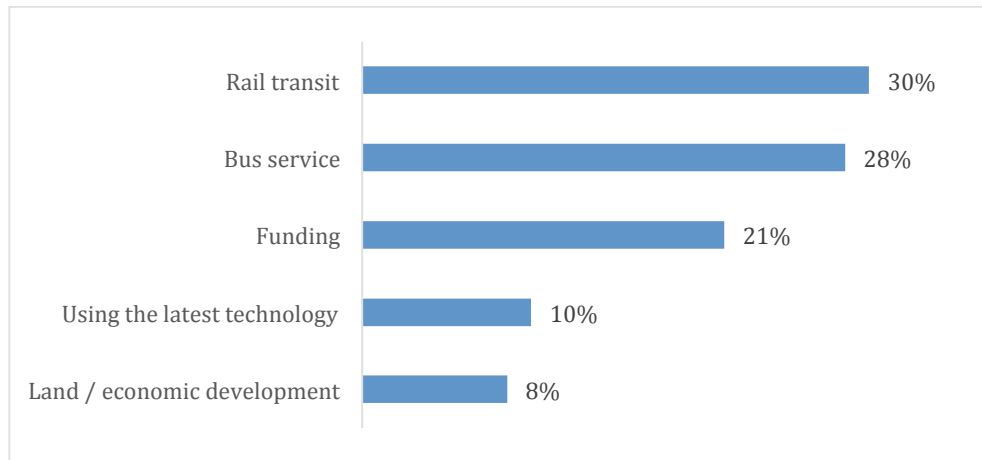
Overall, the results of this exercise reinforce the other polling from the workshops: The top idea category in each region involved public transportation—either ideas for rail transit or bus transit. But funding for transportation also featured prominently in several of the regions. This result is especially notable because there was less explicit discussion of the need to fund transportation before these exercise were conducted.

Central Massachusetts Region

From the Central Massachusetts regional small group discussions shown below in Figure 6.2, **rail transit** emerged as the top priority category (30%), followed by **bus service** (28%). For rail, participants mentioned high-speed rail and increased service (more frequent, weekend service) from Springfield/Worcester to Boston and other regions. For bus service, participants recommended expanding bus service (frequency and coverage), bus rapid transit, and autonomous mini-vans.

Figure 6.2: Central Mass Transportation Priority Action Categories (break-out groups)

Percentage of total sticky dot votes for ideas/recommendations falling into each category. Ideas could fall into multiple categories, so percentage may total more than 100 percent.

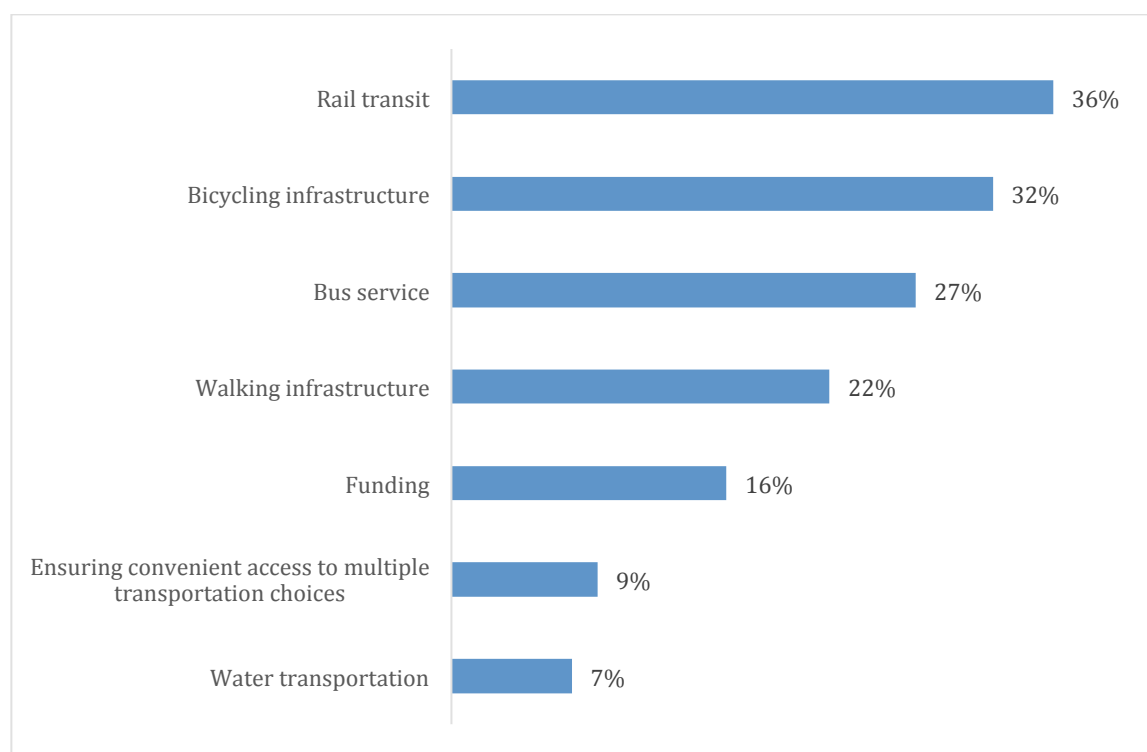


Central Mass participants also recommended **increased funding** for RTAs (21%), and increasing funding resources overall through public/private partnerships and by giving cities and towns the ability to raise their own transportation revenue for local projects. Several groups also recommended **using the latest technology** (10%) and **land/economic development** including denser development in strategic locations (8%).

Metro Boston Region

Participants mentioned several specific priorities for **rail**, including extending the Green Line and connecting existing subways and rail lines (the North-South Rail Link and the Red-Blue Connector). For **biking**, participants mentioned expanding bike lanes/paths, separating bike lanes from car lanes, and better connecting bike lanes between neighborhoods. For **buses**, participants recommended expanding bus service, circumferential transit, dedicated bus lanes, and Bus Rapid Transit.

Figure 6.3: MetroBoston Transportation Priority Action Categories (break-out groups)
Percentage of total sticky dot votes for ideas/recommendations falling into each category. Ideas could fall into multiple categories, so percentage may total more than 100 percent.

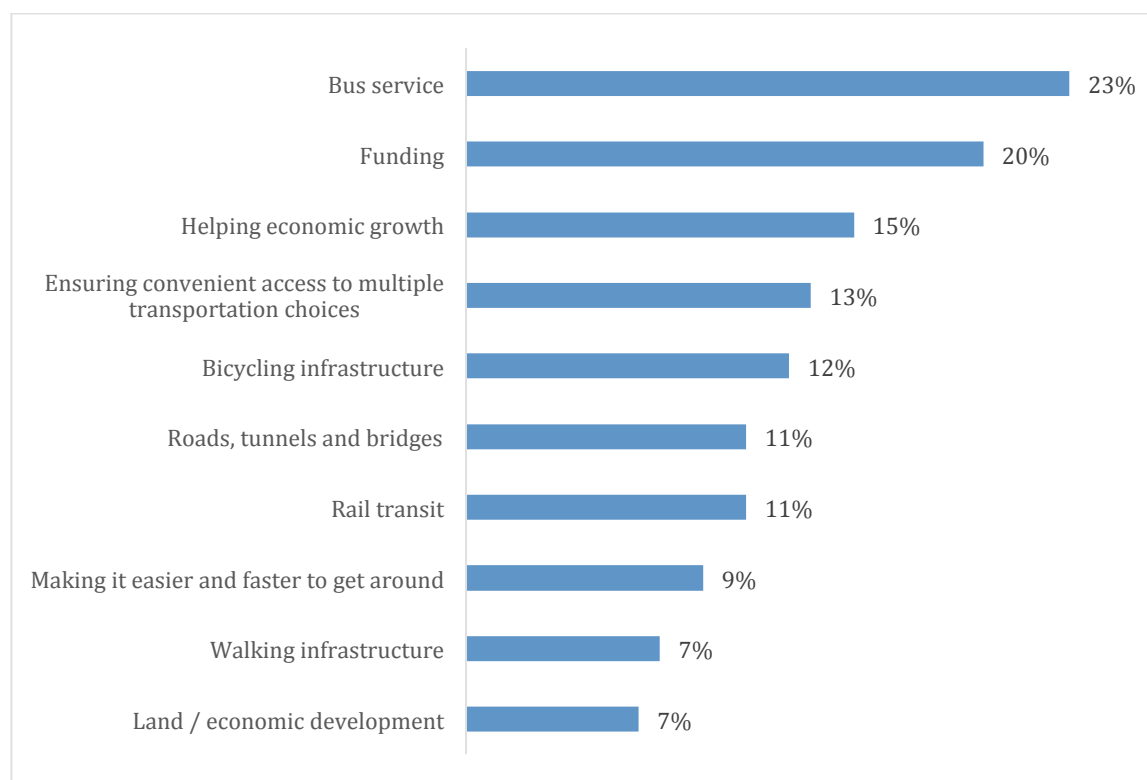


Walking also was identified as a high priority (22%) as a means of better connecting neighborhoods, as part of a “complete streets” vision, and as an alternative to driving. Participants identified a wide range of **funding issues** (16%) including reducing MBTA debt, and increasing revenue through parking fees, tolls, gas tax, and the “Fair Share” millionaire’s tax ballot question.

Metro West Region

From the Metro West regional small group discussions shown below in Figure 6.4, **bus service** (23%) followed by **funding** (21%) were the top two priority action categories. For bus service, participants recommended multi-modal interchanges (e.g., I-495/90), connecting rail to buses, smaller on-demand bus and van service, and bus rapid transit. For funding, participants recommended raising transportation revenue through carbon taxes, dynamic tolling, and taxing trucks. Helping **economic growth** (by connecting people to jobs, schools, hospitals, etc.) was the next strongest recommendation (15%). Of particular concern in this region was the co-called “last mile” connection between transit stations and work or home.

Figure 6.4: Metro West Transportation Priority Action Categories (break-out groups)
Percentage of total sticky dot votes for ideas/recommendations falling into each category. Ideas could fall into multiple categories, so percentage may total more than 100 percent.

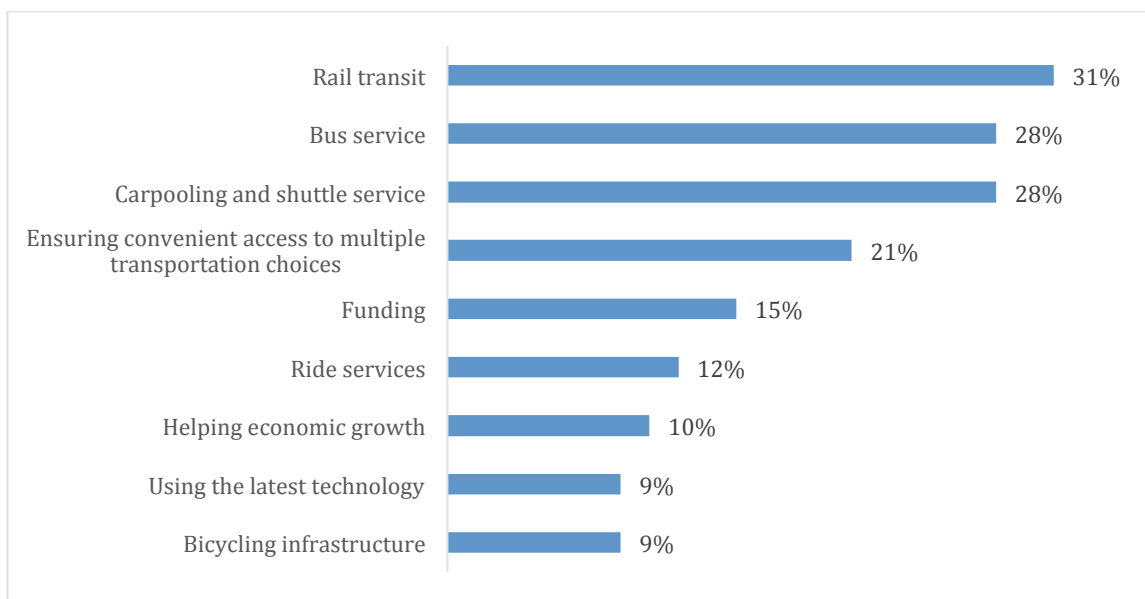


The participants also supported **ensuring convenient access to multiple transportation choices** (largely by promoting inter-modal integration) (13%); improving **bicycle infrastructure** (12%); improving **roads, tunnels, and bridges** (11%); and **rail transit** including rail to Springfield and Commuter Rail service in Foxborough. Helping **land/economic development** (7%), and **walking infrastructure** (7%) also all received significant participant support.

Northeast Region

From the Northeast regional small group discussions shown below in Figure 6.5, **rail transit** emerged as the top priority (31%), followed by **bus service** (28%) and then **carpooling and shuttle service** (28%). For rail transit, participants recommended better maintaining and modernizing the commuter rail so that it becomes more reliable, increasing the frequency of service, and better coordinating rail transit with other transportation. For bus service, participants recommended expanding bus service (stops, frequency, hours), apps to track bus timing, and having buses carry bikes. Those desiring better carpooling and shuttle services mentioned the need to serve workers without cars, the disabled and the elderly, as well as the need to provide options for connections to transit.

Figure 6.5: Northeast Transportation Priority Action Categories (from break-out groups)
Percentage of total sticky dot votes for ideas/recommendations falling into each category. Ideas could fall into multiple categories, so percentage may total more than 100 percent.

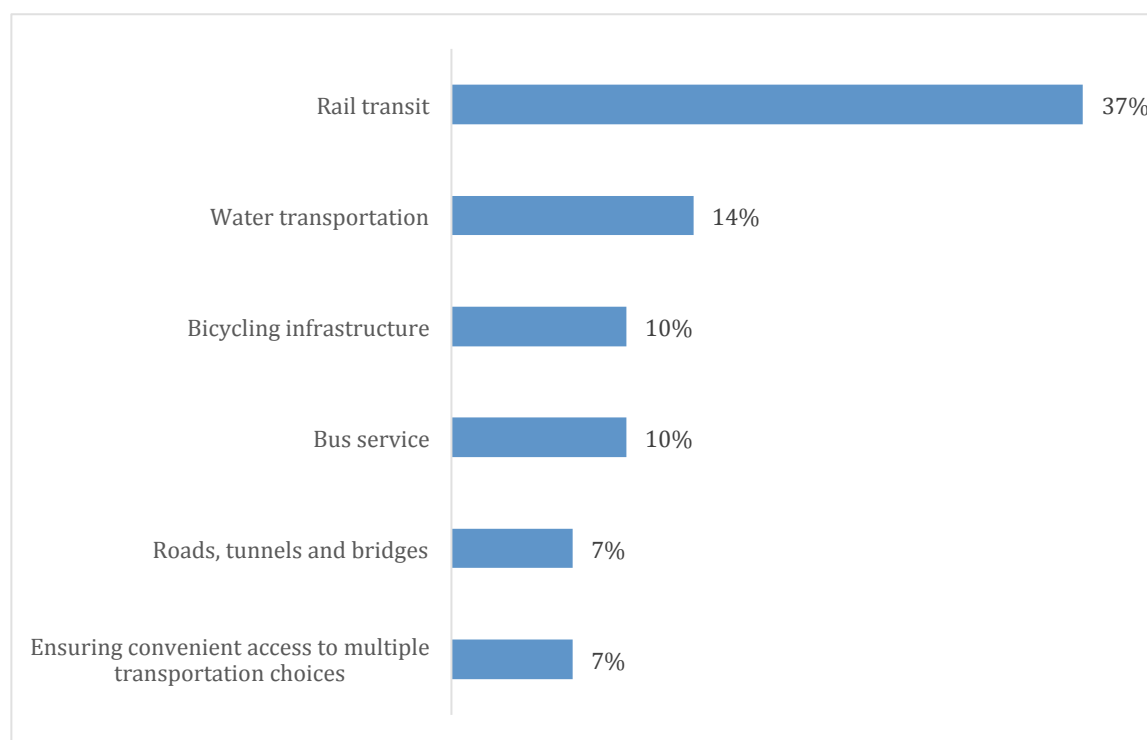


Relatedly, the desire to **ensure convenient access to multiple transportation choices** received some support (21%), with participants specifically identifying the need to provide more options for the elderly and handicapped, as well as car-free options. **Funding** (including finding more sustainable revenue sources and increasing public/private partnerships), **ride services** (such as Uber and Lyft), and **helping economic growth** each received 10 percent or more of the participant votes.

North Shore Region

From the Northeast regional small group discussions shown below in Figure 6.6, **rail transit** emerged as far-and-away the top priority (37%). Specific rail transit recommendations include establishing a North-South Rail Link, extending the Blue Line to Lynn and beyond, and adding a Commuter Rail stop in Salem.

Figure 6.6: North Shore Transportation Priority Action Categories (from break-out groups)
Percentage of total sticky dot votes for ideas/recommendations falling into each category. Ideas could fall into multiple categories, so percentage may total more than 100 percent.

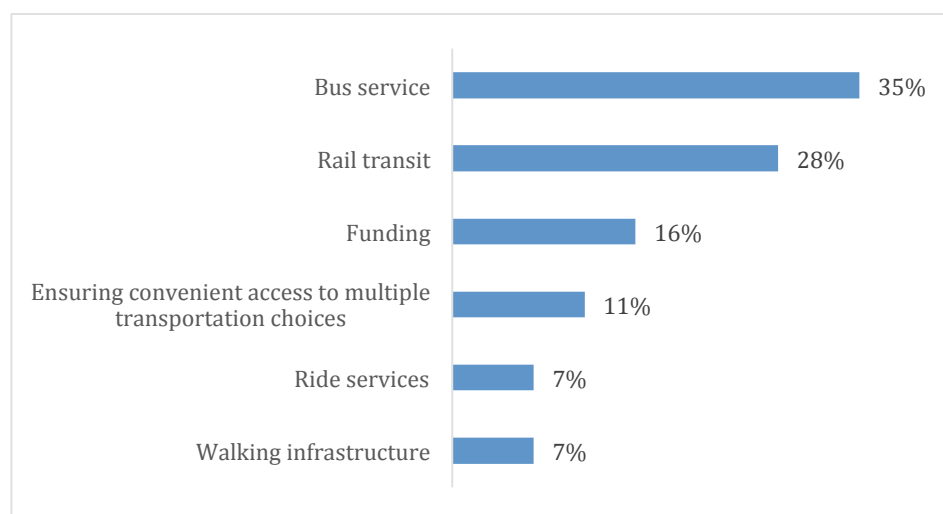


Water transportation (i.e. Lynn and Salem ferry service) featured prominently here, as it did on the South Shore; both regions are within ferry distance of Boston. Improving **bicycling infrastructure** (enhanced bike trails/networks and complete streets), and improving and expanding **bus service** both received over 10 percent of the votes. Improving **roads, tunnels, and bridges** and ensuring **convenient access to multiple transportation systems** were also important to some participants, with 7 percent of the votes.

South Coast Region

In the South Coast regional small group discussions (results shown below in Figure 6.7), **bus service** emerged as the top priority (35%), followed by **rail transit** (28%). For bus service, participants wanted expanded geographic coverage (including small towns), more hours of service (including Sundays) and greater frequency of service. For rail transit, participants focused on re-establishing commuter rail service to New Bedford and Fall River.

Figure 6.7: South Coast Transportation Priority Action Categories (from break-out groups)
Percentage of total sticky dot votes for ideas/recommendations falling into each category. Ideas could fall into multiple categories, so percentage may total more than 100 percent.

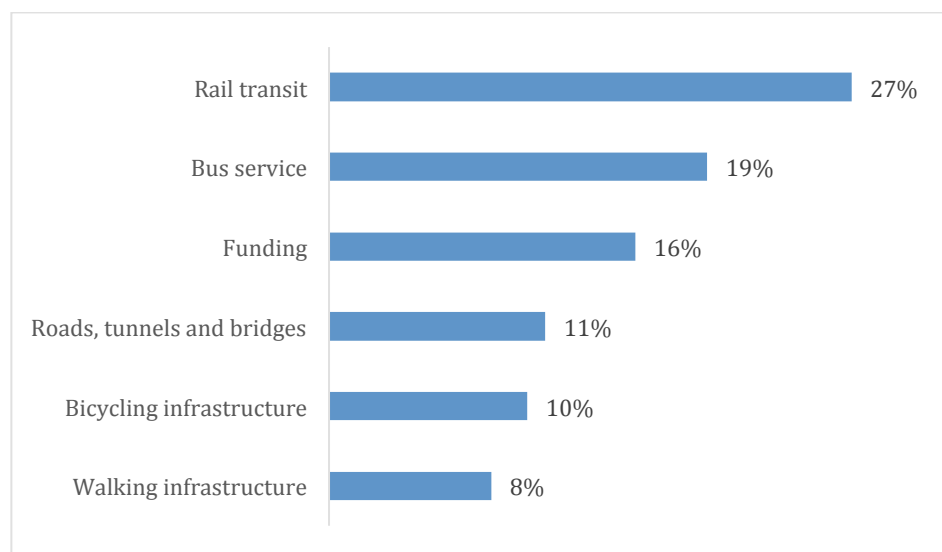


Participants also favored increased **funding** for transportation in the region, including its Regional Transit Authorities (16%); ensuring **convenient access to multiple transportation choices** (11%); increasing **ride services** (including innovative public and Uber/Lyft hybrids) (7%); and improving **walking infrastructure** (including complete streets and increased walking safety) (7%).

Southeast Region

From the Southeast regional small group discussions (shown below in Figure 6.8), **rail transit** emerged as the top priority action category (27%), followed by **bus service** (19%). For improving **rail transit**, participants mentioned expanding service through both the re-establishment of the South Coast rail and the provision of year-round service to the Southeast and Hyannis via the Cape Flyer. For improving bus service, participants mentioned better interconnectivity among Regional Transit Authorities, increasing service during evenings and weekends, and better on-time performance.

Figure 6.8: Southeast Transportation Priority Action Categories (from break-out groups)
Percentage of total sticky dot votes for ideas/recommendations falling into each category. Ideas could fall into multiple categories, so percentage may total more than 100 percent.

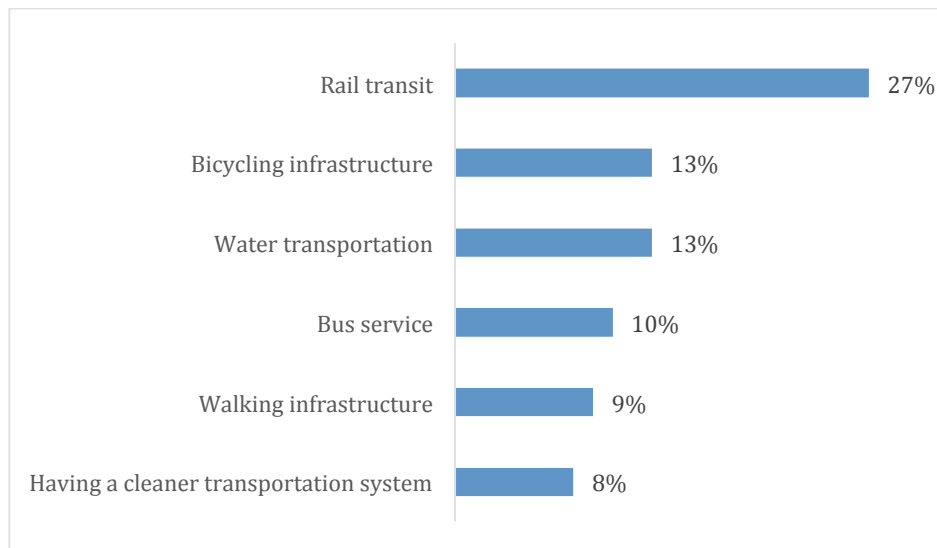


With regard to **funding** (16%), participants recommended both increasing funding and making it more sustainable, and also mentioned having more local flexibility regarding funding (e.g., embarkation fees). Improving **roads, tunnels, and bridges** (3rd Canal bridge and approaches to Bourne Circle) and **bicycling infrastructure** (Cape Cod rail trail) each received over 10 percent of the votes, and improving **walking infrastructure** was also flagged as important (8%).

South Shore Region

In the South Shore regional small group discussions (results shown below in Figure 6.9), **rail transit** emerged as the top priority by a wide margin (27%). Participants were particularly interested in improving rail connections to walking and biking, and improving transit accessibility for riders with disabilities. Specific transit projects mentioned were a Quincy Center T-Station and expanding South Station. **Bicycling infrastructure** (including a connected network of separated bike lanes) and **water transportation** (improved ferry service frequency and capacity) were next (each with 13%).

Figure 6.9: South Shore Transportation Priority Action Categories (from break-out groups)
Percentage of total sticky dot votes for ideas/recommendations falling into each category. Ideas could fall into multiple categories, so percentage may total more than 100 percent.



Improving **bus service** (10%), improving **walking infrastructure** (9%), and **having a cleaner transportation system** (8%) were each also significantly supported by the South Shore workshop participants.

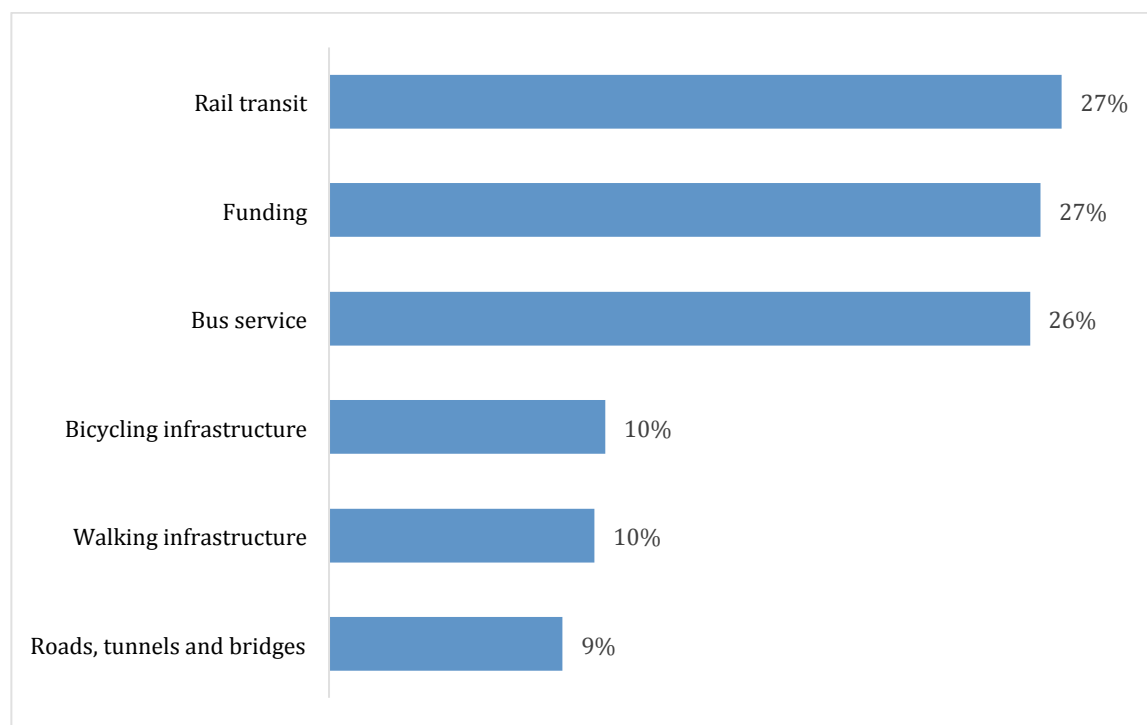
Western Massachusetts Region

In the Western Massachusetts regional small group discussions (results shown below in Figure 6.10), **rail transit** (27%), **funding** (27%), and **bus service** (26%) were the clear three highest priorities. For rail transit, participants were most interested in establishing/improving both east/west rail links (connecting Pittsfield/Springfield/Worcester to each other and to Boston upstate New York) and north/south rail links (connecting Springfield and other cities along the I-91 corridor to Vermont and Canada to the north, and Connecticut and NYC to the south).

For buses, participants were most interested in expanding and improving service including the frequency and hours of service, and better interconnection among RTAs and between buses and other modes of transportation. For funding, participants wanted to increase funding for all forms of transportation including using innovative sources (including local gas taxes), increasing dedicated RTA funding, and making funding more regionally equitable.

Figure 6.10: Western Massachusetts Transportation Priority Action Categories (from break-out groups)

Percentage of total sticky dot votes for ideas/recommendations falling into each category. Ideas could fall into multiple categories, so percentage may total more than 100 percent.



Improving **bicycling infrastructure**; **walking infrastructure**; and **roads, tunnels and bridges** were all also deemed similarly important for Western Massachusetts but less so than rail transit and bus service.

Chapter 7: Funding Transportation in Massachusetts

Participants supported both broad taxes and user fees for transportation, but favored broad taxes slightly. Regional ballot initiatives for transportation were even more popular, and providing additional transparency and accountability as to how transportation funds are spent was most popular of all.

Although we did not have time during the workshop to have break-out group discussions focused solely on funding issues, we did ask five funding-related polling questions to participants at the end of each workshop.

The questions covered several issues including the major sources of funding (broad general taxes and user fees), the ability for cities and regions to choose their own transportation projects and raise local revenue for them, locking in transportation funds for transportation projects, and public listing/ranking of projects based on specific criteria.

Funding for Transportation: Broad-Based Taxes Versus User Fees

Workshop participants were asked about their level of agreement, on a 1-6 scale, with two statements about how to pay for transportation in Massachusetts:

- Everyone benefits from the transportation system, so everyone should pay their fair share for it, through broad general taxes (e.g., income tax)
- People should pay for transportation based on how much they use the transportation system (e.g., tolls, transit fares)

Looking at all the results combined, we found more agreement than disagreement with both statements. However, as shown in Figure 7.1 the broad-based tax statement fared slightly better with 70 percent in agreement (rating it 4 or higher) compared to 62 percent for user fees. The biggest difference was among those who gave each statement a 6, or who “completely agreed” with it. More than a third completely agreed that transportation should be paid for by broad-based taxes, compared to slightly more than a quarter who completely agreed with the user fee statement.

Figure 7.1: Statewide Broad-Based Taxes vs. User Fees
Percent who agree/disagree with each statement

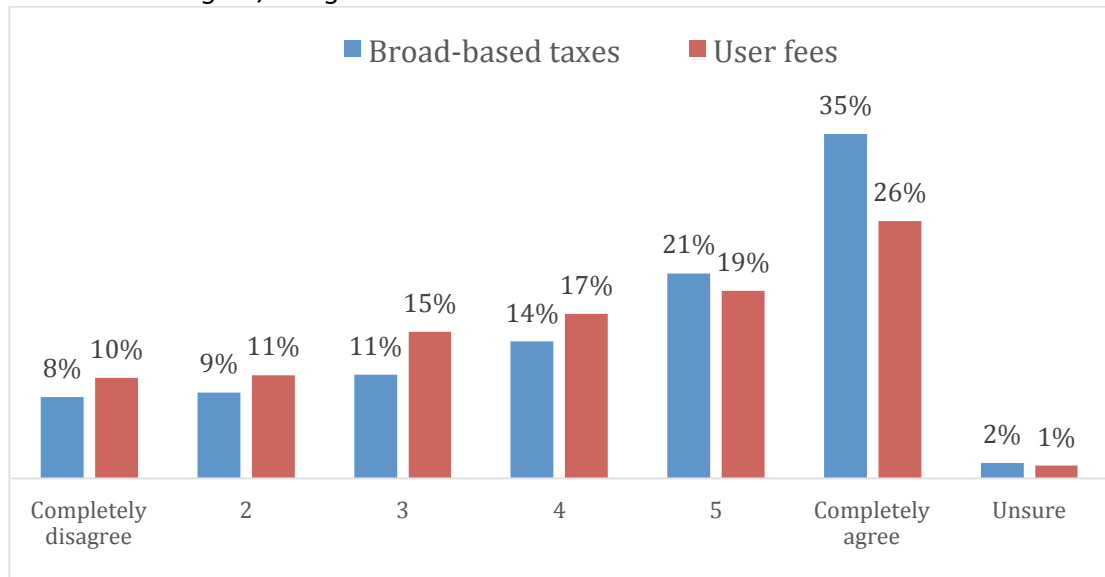
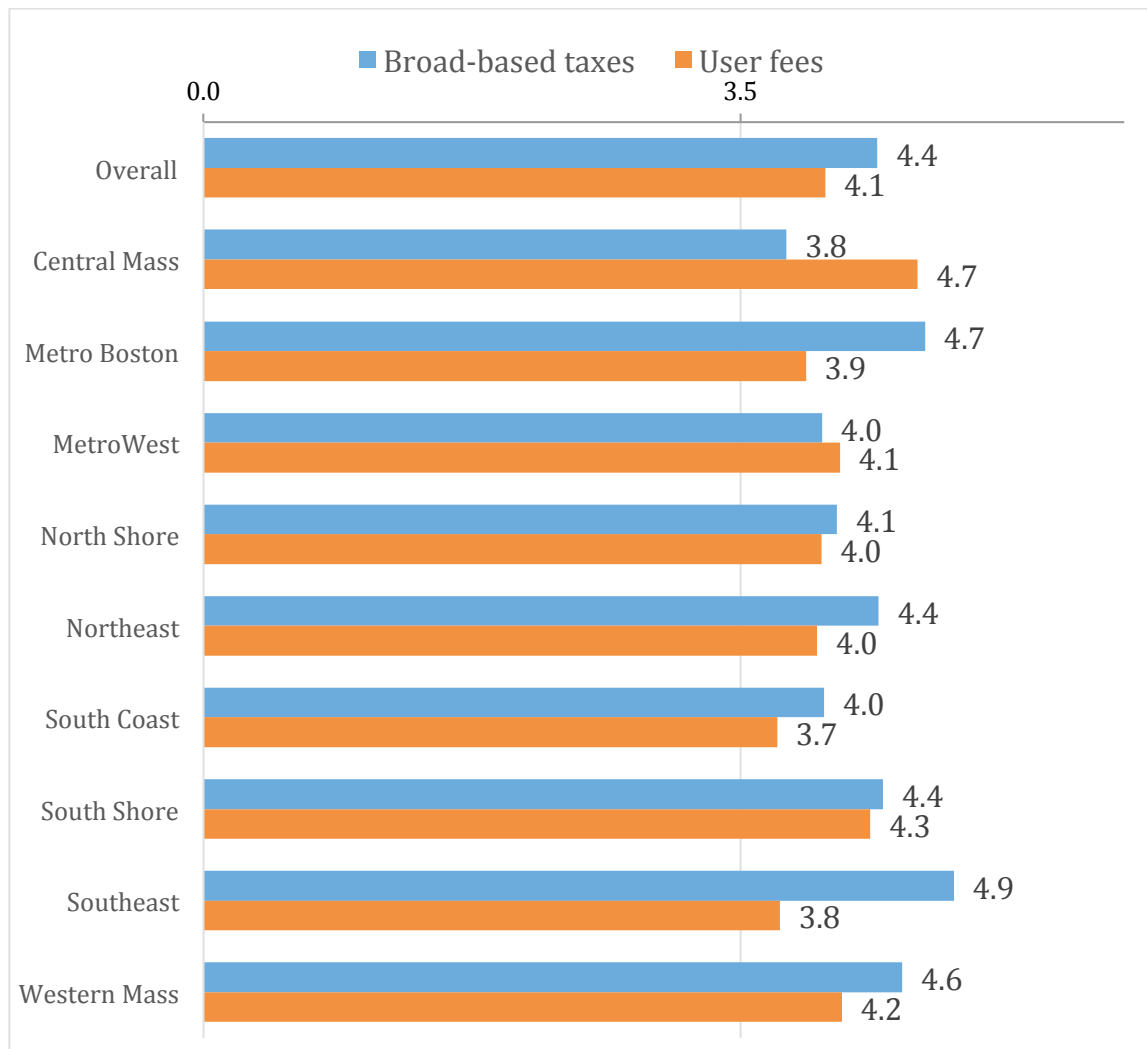


Figure 7.2 shows that participants in every region were more likely to agree than disagree with the statements related to both general taxes and user fees for transportation (with means above 3.5), although just barely in some cases. General taxes were favored over user fees in every region except in the North Shore and Central Mass, although in some cases the difference was quite small (e.g., in MetroWest and South Shore).

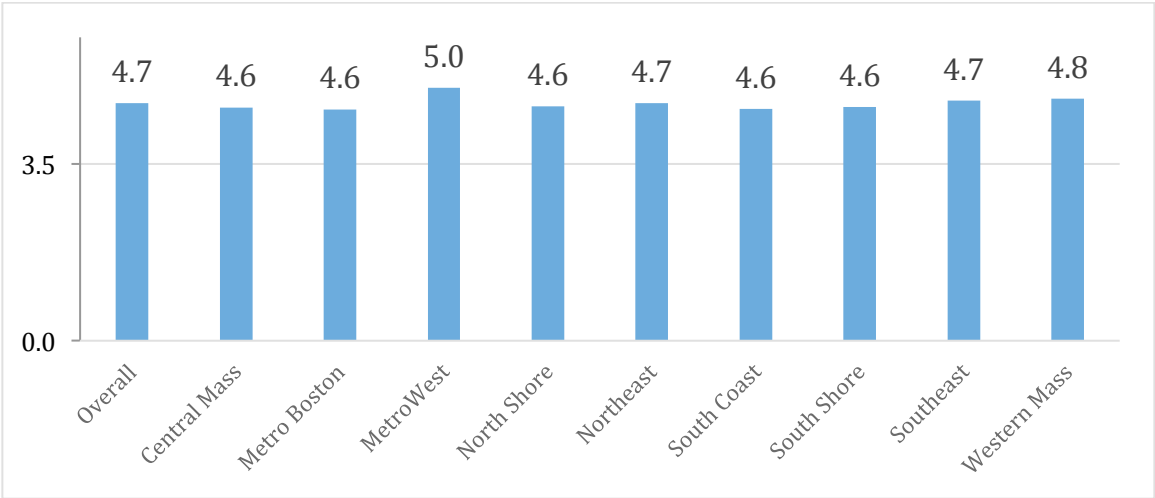
Figure 7.2: Broad-Based Taxes vs. User Fees by Region (mean scores)



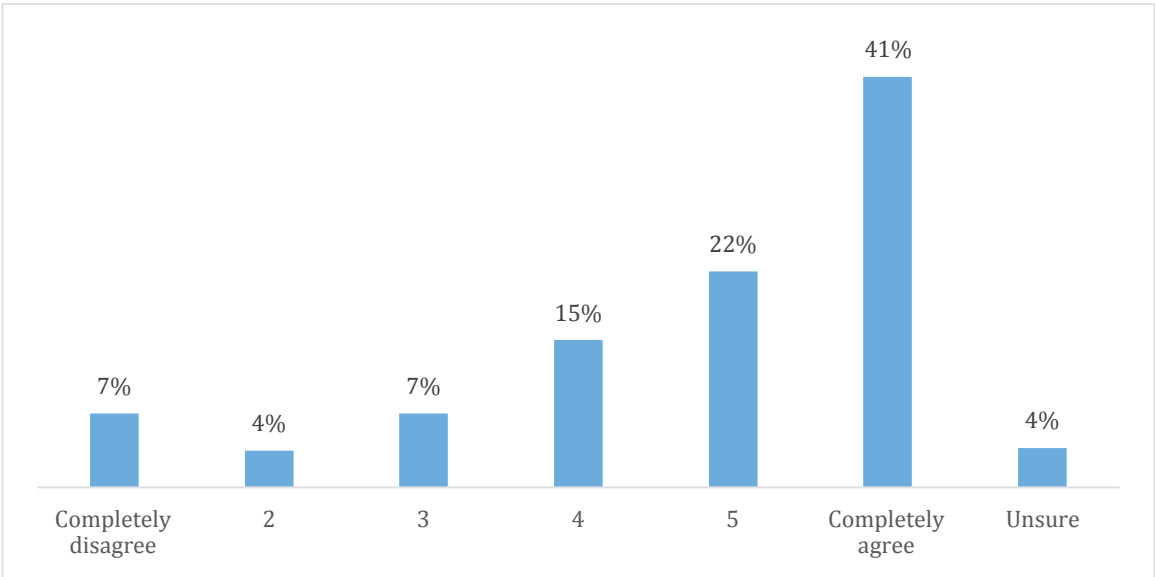
Regional Ballot Initiatives

We next asked whether participants agreed or disagreed with this statement: ***“Cities and regions should be able to choose their own transportation projects and raise local money for them.”*** There was slightly higher overall support for this idea than for either broad-based taxes or user fees: it garnered a mean score of 4.7 overall, compared to 4.4 for broad-based taxes and 4.1 for user fees. Support for this idea ranged from 4.6 to 5.0 by region on a scale of 1 to 6 (see Figure 7.3).

Figure 7.3: Ability for Cities and Towns to Choose Own Transportation Projects and Raise Local Funds



More than three-quarters (78%) agreed with the statement; 41 percent “completely agreed,” and less than a fifth (18%) disagreed (see Figure 7.4).



Conditions on Transportation Funding

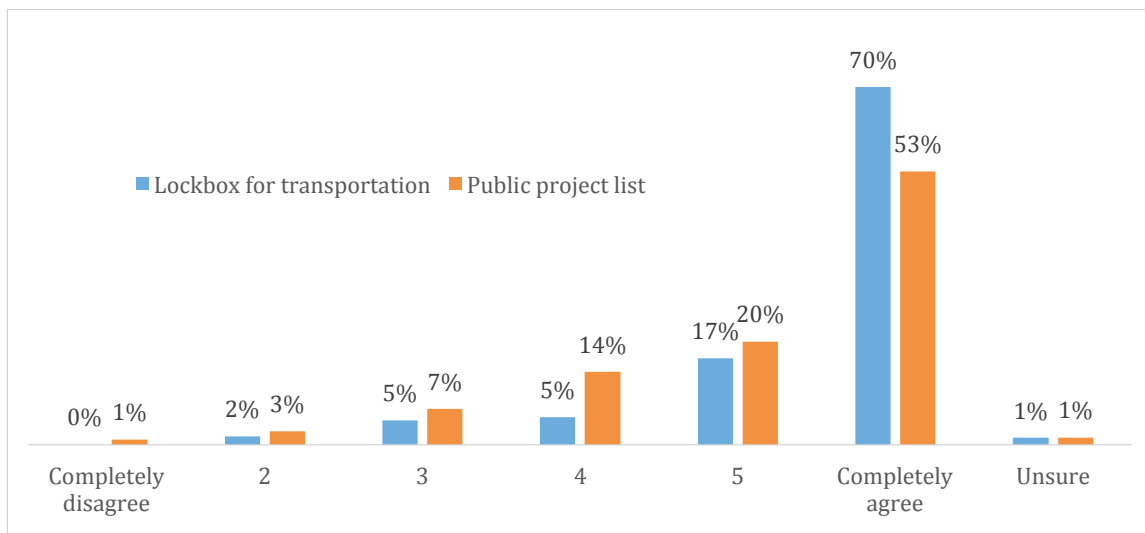
Finally, we asked participants whether they completely agreed or disagreed with the following two statements:

- State funds raised for transportation should be locked in for transportation and not used for any other purpose.

- Specific transportation projects should be listed publicly and ranked by specific criteria, so citizens and businesses will know exactly what will be funded.

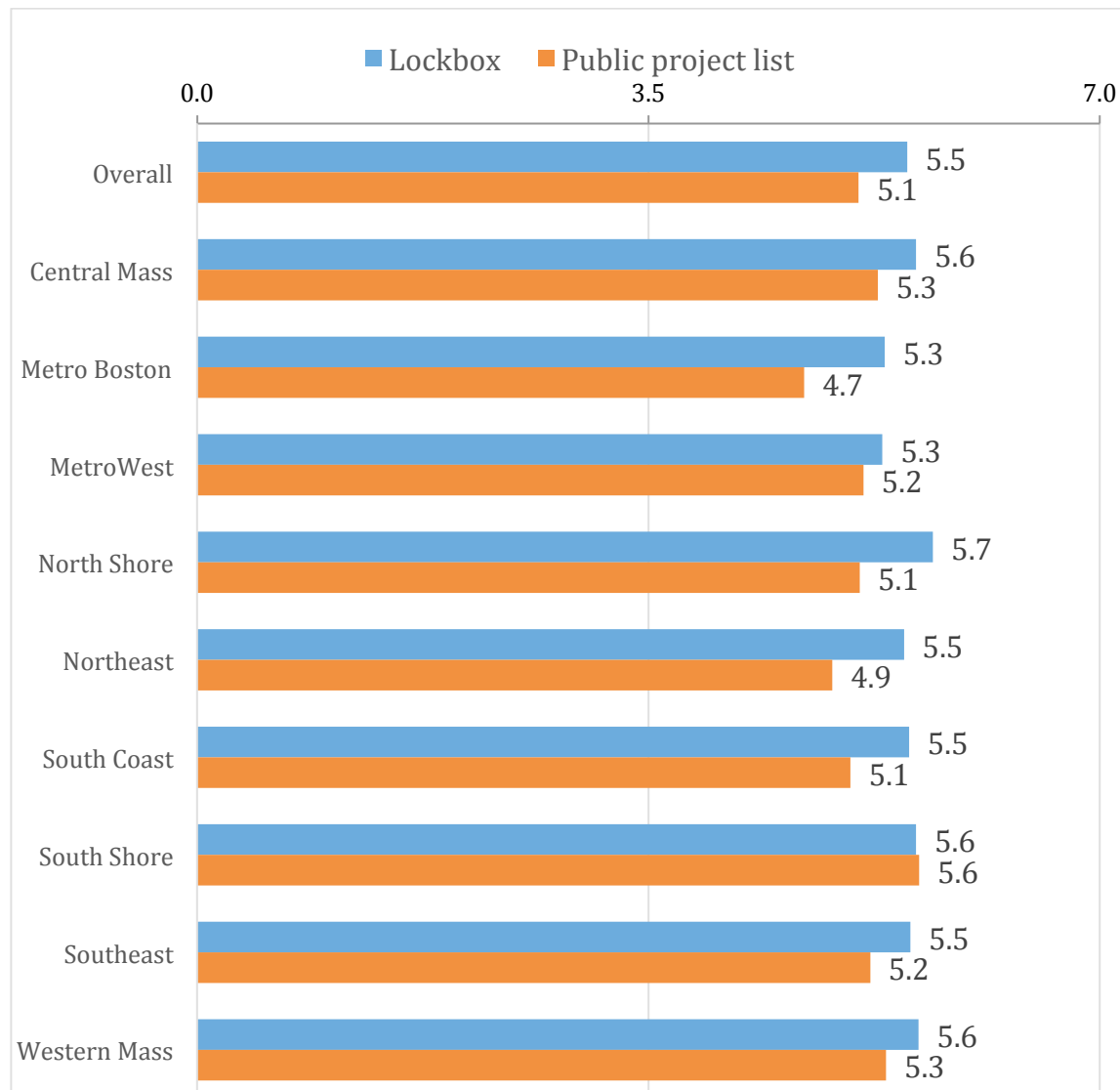
Both of these ideas proved popular as shown in Figure 7.4 with 87 percent of workshop participants rating the “locking in” concept a 5 or 6; and 73 percent rating the “project list” concept similarly.

Figure 7.4: Locking in Funding & Public Project List
Percent who agree/disagree with each statement



As shown in Figure 7.5, “locking in transportation funds” for transportation projects scored 5.5 overall and no lower than a 5.3 in any region. “Listing project publicly” was also popular with a mean of 5.1 overall and no lower than 4.7 in any region.

Figure 7.5: Locking in Funding & Public Project List (mean scores)



Representative voter polls have shown that assurances like these about how transportation funds would be spent increase support for funding.¹³

¹³ “Construction Ahead? Public Opinion on Transportation in Massachusetts.” March 14, 2013. <http://031d482.netsolhost.com/WordPress/wp-content/uploads/2013/03/Public-Opinion-on-Transportation-in-Massachusetts.pdf>. One challenge identified in these surveys is the persistent perception that transportation deficits are the result of waste and mismanagement rather than a shortfall in funding. The scores for these two measures confirm that pursuing additional accountability and transparency could be a way to mitigate that mistrust, even among residents who are already inclined towards more funding for transportation.

Chapter 8: Vision Statements

At the end of each regional workshop, we invited participants to write down their own brief “vision statements” for a 21st-century transportation system in Massachusetts. We then collected these visions and analyzed the results.

More than 300 participants submitted vision statements, many of which included compelling and eloquent language calling for a more convenient, affordable, clean, resilient and sustainable multi-modal system. Below is a sample of the vision statements collected, including one statement from each region.

My vision for the Commonwealth’s 21st-century transportation system is...

- We are all able to choose to drive much less because of extensive telecommuting, rail and bus networks, and technology/drones used to bring things to us – reducing VMT significantly. All vehicles are electric. Buses and trains are clean, plentiful, and affordable. Transit-oriented development is hugely successful. (*Central Mass*)
- A multimodal system linking major and secondary cities with an interconnected network of rails, trails, buses and, to a lesser extent, highways. It starts with links between gateway cities and ex-urban population centers, outside of the Boston hub-based system. (*Metro Boston*)
- One that is easily accessible, broad, affordable, and helps connect employees with employers and families with the greater region and Commonwealth (*Metro West*)
- A system which provides public transportation of all types from the heart(s) of Boston, Worcester, Springfield throughout the arteries to all parts of the state and on down through the tiny capillaries to residents’ door! (*Northeast*)
- Interconnected system of rapid transit, rail, bike lanes, pathways/sidwalks – net zero and healthy! (*North Shore*)
- A network of vibrant, walkable places connected by biking, public transit, and affordable ride-sharing (*South Coast*)
- A fast, easily accessible transportation system using renewable energy which connects our citizens to better economic opportunities and is affordable to all of our citizens (*South Shore*)
- Total interconnected rail service throughout the state – freight and passenger – builds economic growth everywhere and public transport to stop “gridlock” (*Southeast*)
- I envision transportation being an asset and not a hindrance to meaningful and productive lives of all citizens regardless of location and ability (*Western MA*)

The frequency of words related to public transportation and multimodal options can perhaps best be depicted visually. Below is a word cloud based on the language in these 300-plus individual visions. The larger the word, the more frequently it was mentioned.

[illegible]

After reviewing all the vision statements and the polling results, we offer the following synthesized, statewide vision for the Commonwealth to consider:

Massachusetts residents envision an affordable, convenient and clean 21st-century transportation system that will spur economic growth and opportunity across the Commonwealth. They believe in a system funded by all, in which all citizens and businesses have access to public transit, roads, bridges and paths that are safe and in good repair. They envision a robust public transit system across the entire Commonwealth: a regional rail system should connect east to west and north to south; buses should run more frequently and to more places, bypassing traffic where feasible; and communities should be walkable, bikable and accessible by public transportation.

This vision represents an initial attempt to synthesize the broad range of ideas emerging from our outreach efforts. It, along with all the results of our polling and other forms of citizen input from our workshops and online poll, are available to state decision makers in this Report and online as they consider how to advance policies to improve transportation in Massachusetts.

We are encouraged by the positive, informed and lively conversations among citizens and lawmakers that we observed in the workshops, and by the significant number of shared values, goals and actions that emerged across the state. We hope these resources spur further conversation on our statewide vision for a 21st century transportation system, and provide guidance and inspiration for decision makers in turning this vision into reality.

Appendix A: Sample Agenda



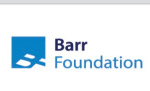
MassMoves Regional Workshop: Sample Agenda

21st Century Transportation Visioning Workshop | DATE, LOCATION
Commonwealth Conversations Statewide Listening Tour 2017

- 11:30 Registration and Lunch**
- 12:00 Gathering and Introduction**
- 12:05 Overview of Workshop by Facilitator**
- 12:10 The Current State of The Commonwealth's Transportation System**
Objective: *Provide background and education on the current transportation system*
- 12:25 Welcome by State Senate Member Host and Senate President**
- 12:30 A 21st Century Transportation System for Massachusetts**
Objective: *Examine sustainable mobility goals and strategies/mode options*
- Discussion Questions:
- 1) *Which goals are most important for a 21st century transportation system?*
 - Brief presentation — (3 minutes)
 - Small group discussions — (10 minutes)
 - 2) *Which actions do you think are most important to put the state of Massachusetts on a pathway to a 21st century transportation/mobility system?*
 - Brief presentation — (7 minutes)
 - Small group discussions — (15 minutes)
 - Polling — (10 minutes)
- 1:15 Moving Your Region Towards a 21st Century Transportation System**
Objective: *Explore transportation priorities and preferences for your region*
- Discussion Question: *What actions should be taken to put your region on a pathway to a 21st Century Transportation system?*
- Brief presentation — (5 minutes)
 - Small group discussions — (20 minutes)
 - Report out from small groups — (8 minutes)
 - Polling — (7 minutes)
- 1:55 A Vision for The Commonwealth**
- To conclude, given the discussion today, individually write down your "vision" of a 21st Century Transportation System for The Commonwealth.
- 2:00 Thanks and Adjourn**



Find today's presentation and more at MassMoves.org!



Appendix B: MassMoves Regional Workshops Keypad Polling — Topline Results

How do you get around most of the time? Please select up to three options.

	Overall	C. Mass	Metro Boston	Metro West	N. Shore	North east	S. Coast	S. Shore	South east	W. Mass
Drive alone	80%	82%	47%	89%	88%	90%	89%	69%	90%	84%
Carpool with others	26%	18%	21%	30%	22%	27%	27%	17%	18%	39%
Ride the bus	16%	18%	26%	4%	12%	2%	19%	19%	10%	19%
Ride the subway	24%	7%	65%	15%	22%	22%	11%	67%	8%	4%
Ride the commuter rail	15%	11%	13%	17%	16%	34%	19%	7%	20%	4%
Take a taxi	2%	4%	3%	4%	2%	2%	2%	5%	0%	0%
Use ride-hailing apps like Uber or Lyft	12%	11%	18%	11%	18%	10%	10%	14%	14%	4%
Use a private shuttle service	1%	0%	1%	0%	2%	0%	3%	0%	4%	1%
Ride a bike	19%	21%	33%	9%	12%	10%	13%	17%	18%	27%
Walk	53%	57%	64%	54%	44%	63%	45%	36%	51%	55%

Overall, how would you rate the quality of the transportation system in Massachusetts, meaning all roads, bridges, tunnels, bike paths, and the public transportation (trains, subways, buses & ferries) system?

	Overall	C. Mass	Metro Boston	Metro West	N. Shore	North east	S. Coast	S. Shore	South east	W. Mass
Poor	31%	31%	26%	40%	30%	27%	37%	24%	22%	39%
Fair	50%	52%	45%	47%	62%	59%	48%	55%	52%	44%
Good	18%	17%	26%	13%	8%	15%	16%	21%	24%	16%
Excellent	1%	0%	1%	0%	0%	0%	0%	0%	2%	1%
Unsure	<1%	0%	1%	0%	0%	0%	0%	0%	0%	0%

How much do you agree or disagree with the following statement: A much better transportation system for everybody should be an even higher priority for our elected officials than it is today?

	Overall	C. Mass	Metro Boston	Metro West	N. Shore	North east	S. Coast	S. Shore	South east	W. Mass
Strongly agree	72%	61%	82%	73%	73%	69%	70%	71%	62%	77%
Somewhat agree	22%	32%	10%	23%	22%	29%	27%	24%	30%	18%
Somewhat disagree	2%	4%	6%	2%	2%	0%	2%	2%	4%	1%
Strongly disagree	1%	0%	1%	0%	0%	0%	2%	0%	0%	1%
Unsure	2%	4%	1%	2%	2%	2%	0%	2%	4%	3%

How important should each of the following goals be in a 21st century vision for transportation in Massachusetts? Please rate each on a scale of 1 to 6, where 1 means the action is not at all important and a 6 means it is extremely important.

		Overall	C. Mass	Metro Boston	Metro West	N. Shore	North east	S. Coast	S. Shore	South east	W. Mass
It should be easier and faster to get around, whether by car, public transportation, walking, or biking.	Not at all important	1%	0%	1%	0%	2%	0%	2%	0%	2%	2%
	2	3%	3%	7%	4%	2%	0%	0%	5%	2%	3%
	3	7%	10%	10%	13%	2%	5%	3%	2%	7%	8%
	4	14%	3%	13%	27%	17%	15%	15%	7%	7%	15%
	5	21%	27%	8%	24%	23%	22%	30%	29%	13%	20%
	Extremely important	53%	57%	58%	31%	52%	59%	51%	57%	67%	52%
	Unsure	1%	0%	3%	0%	2%	0%	0%	0%	2%	0%
Transportation should be cleaner, producing far fewer greenhouse gases and other types of pollution than it does today.	Not at all important	<1%	0%	0%	2%	0%	0%	0%	0%	0%	1%
	2	4%	3%	0%	2%	0%	2%	10%	2%	4%	5%
	3	11%	13%	3%	7%	18%	10%	17%	12%	15%	8%
	4	14%	13%	10%	14%	14%	22%	16%	15%	6%	14%
	5	19%	27%	21%	18%	18%	15%	22%	20%	15%	15%
	Extremely important	53%	43%	67%	57%	50%	51%	35%	51%	60%	56%
	Unsure	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Public transportation should be affordable to those who need it most.	Not at all important	1%	0%	0%	0%	4%	0%	2%	2%	0%	0%
	2	1%	0%	0%	4%	0%	0%	0%	2%	2%	0%
	3	4%	7%	1%	4%	4%	0%	6%	2%	4%	5%
	4	9%	10%	10%	11%	9%	12%	6%	17%	8%	6%
	5	23%	20%	21%	27%	19%	22%	27%	22%	21%	24%
	Extremely important	62%	63%	67%	53%	64%	66%	58%	54%	65%	65%
	Unsure	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
No matter their age, income, race or where they live, residents should have convenient access to multiple transportation choices.	Not at all important	1%	0%	4%	0%	4%	0%	0%	0%	0%	2%
	2	4%	7%	1%	5%	10%	2%	5%	0%	0%	3%
	3	6%	3%	4%	9%	6%	17%	11%	8%	6%	0%
	4	15%	17%	9%	18%	10%	34%	10%	28%	19%	9%
	5	20%	40%	16%	20%	12%	15%	26%	25%	25%	15%
	Extremely important	53%	33%	66%	45%	55%	32%	48%	38%	50%	70%
	Unsure	1%	0%	0%	2%	2%	0%	0%	3%	0%	0%
Our transportation network should be flexible enough to keep up with changes in the economy and how people want to get around.	Not at all important	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%
	2	4%	0%	6%	7%	2%	8%	3%	2%	2%	4%
	3	11%	20%	17%	9%	13%	5%	8%	17%	8%	7%
	4	25%	27%	26%	27%	16%	33%	29%	21%	27%	22%
	5	30%	30%	23%	22%	40%	25%	37%	29%	35%	28%
	Extremely important	29%	23%	29%	33%	27%	30%	24%	29%	27%	35%
	Unsure	1%	0%	0%	2%	2%	0%	0%	2%	2%	0%

How important should each of the following goals be in a 21st century vision for transportation in Massachusetts? Please rate each on a scale of 1 to 6, where 1 means the action is not at all important and a 6 means it is extremely important.

		Overall	C. Mass	Metro Boston	Metro West	N. Shore	North east	S. Coast	S. Shore	South east	W. Mass
Our transportation network should be resilient, meaning it can bounce back from severe weather and changes to the region's climate.	Not at all important	1%	0%	0%	0%	2%	0%	3%	0%	2%	3%
	2	3%	7%	0%	7%	4%	0%	3%	0%	5%	4%
	3	9%	13%	9%	17%	6%	5%	8%	5%	2%	14%
	4	15%	23%	16%	24%	12%	5%	15%	17%	18%	13%
	5	29%	23%	33%	24%	27%	41%	31%	24%	32%	27%
	Extremely important	41%	33%	42%	28%	47%	46%	40%	55%	41%	37%
	Unsure	1%	0%	0%	0%	2%	2%	0%	0%	0%	1%
Transportation should help economic growth by connecting people to jobs and education, and enabling easy transport of goods and services.	Not at all important	<1%	0%	0%	0%	0%	0%	0%	0%	0%	1%
	2	1%	0%	1%	4%	0%	0%	0%	2%	2%	1%
	3	2%	0%	4%	4%	0%	2%	2%	0%	0%	2%
	4	6%	3%	13%	4%	9%	5%	3%	10%	2%	6%
	5	18%	3%	33%	18%	26%	10%	17%	29%	15%	9%
	Extremely important	72%	93%	49%	69%	66%	83%	78%	59%	79%	81%
	Unsure	<1%	0%	0%	0%	0%	0%	0%	0%	2%	0%
Our transportation network should use the latest technology to manage traffic and provide real-time information to help residents plan their trips.	Not at all important	3%	3%	3%	0%	13%	0%	2%	3%	0%	4%
	2	4%	7%	6%	2%	0%	0%	3%	3%	7%	7%
	3	10%	27%	10%	5%	4%	7%	16%	8%	9%	9%
	4	20%	13%	24%	27%	9%	14%	21%	25%	22%	18%
	5	29%	23%	26%	34%	22%	45%	31%	20%	33%	26%
	Extremely important	34%	27%	31%	32%	52%	33%	27%	43%	30%	35%
	Unsure	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

In terms of creating a 21st century transportation system, how important should each of the following actions be? Please rate each on a scale of 1 to 6, where 1 means the action is not at all important, and a 6 means it is extremely important.

		Overall	C. Mass	Metro Boston	Metro West	N. Shore	North east	S. Coast	S. Shore	South east	W. Mass
Improve and expand rail transit, including subways, trolleys, and commuter and intercity trains.	Not at all important	1%	0%	0%	0%	2%	0%	3%	0%	0%	1%
	2	2%	7%	1%	2%	0%	0%	2%	0%	2%	5%
	3	6%	7%	9%	10%	6%	2%	5%	3%	11%	3%
	4	11%	14%	7%	10%	10%	17%	12%	15%	9%	12%
	5	17%	10%	21%	14%	6%	31%	15%	13%	22%	17%
	Extremely important	62%	62%	62%	62%	73%	50%	61%	70%	57%	61%
	Unsure	1%	0%	0%	2%	2%	0%	2%	0%	0%	1%
Improve and expand bus service, including local and intercity buses, and bus rapid transit (BRT).	Not at all important	2%	3%	1%	3%	2%	0%	5%	0%	2%	1%
	2	3%	3%	1%	3%	8%	0%	5%	5%	4%	1%
	3	8%	3%	6%	8%	16%	20%	2%	8%	7%	5%
	4	13%	16%	16%	10%	14%	17%	7%	24%	13%	6%
	5	19%	10%	17%	23%	22%	15%	22%	26%	15%	19%
	Extremely important	54%	65%	59%	51%	34%	49%	60%	37%	54%	66%
	Unsure	1%	0%	0%	3%	4%	0%	0%	0%	4%	1%
Improve and expand water transportation, like ferries, along the coast.	Not at all important	14%	40%	15%	15%	0%	5%	12%	5%	0%	27%
	2	17%	23%	27%	20%	4%	30%	21%	8%	9%	14%
	3	20%	10%	18%	28%	14%	28%	31%	13%	17%	21%
	4	16%	13%	19%	25%	12%	18%	19%	8%	17%	11%
	5	12%	3%	10%	5%	10%	13%	10%	21%	30%	9%
	Extremely important	17%	7%	7%	8%	59%	8%	5%	45%	24%	8%
	Unsure	3%	3%	3%	0%	0%	0%	2%	0%	2%	9%
Build more sidewalks and paths to encourage walking.	Not at all important	4%	10%	3%	0%	4%	0%	5%	8%	0%	7%
	2	3%	3%	3%	2%	2%	3%	8%	0%	5%	3%
	3	8%	3%	3%	10%	12%	8%	15%	11%	7%	4%
	4	16%	24%	17%	7%	20%	23%	18%	13%	9%	13%
	5	22%	17%	29%	40%	18%	20%	18%	21%	27%	14%
	Extremely important	46%	41%	43%	38%	43%	48%	36%	47%	52%	59%
	Unsure	<1%	0%	1%	2%	0%	0%	0%	0%	0%	0%
Build more and safer bike lanes and paths, and promote shared bike programs to encourage more bicycling.	Not at all important	3%	7%	1%	0%	4%	3%	5%	0%	0%	6%
	2	5%	3%	3%	0%	4%	5%	12%	3%	5%	4%
	3	12%	13%	6%	18%	15%	21%	12%	27%	5%	5%
	4	14%	3%	9%	15%	20%	23%	22%	14%	9%	11%
	5	21%	27%	22%	25%	15%	15%	20%	16%	28%	20%
	Extremely important	46%	47%	58%	43%	41%	33%	30%	41%	53%	53%
	Unsure	<1%	0%	1%	0%	0%	0%	0%	0%	0%	0%

In terms of creating a 21st century transportation system, how important should each of the following actions be? Please rate each on a scale of 1 to 6, where 1 means the action is not at all important, and a 6 means it is extremely important.

		Overall	C. Mass	Metro Boston	Metro West	N. Shore	North east	S. Coast	S. Shore	South east	W. Mass
Encourage land development so more people can walk, bike, or take transit to work, school, or run errands.	Not at all important	3%	3%	0%	2%	4%	0%	3%	0%	2%	6%
	2	4%	6%	0%	2%	0%	5%	7%	0%	11%	3%
	3	7%	10%	1%	7%	16%	10%	8%	3%	9%	6%
	4	12%	10%	10%	10%	10%	22%	12%	16%	16%	8%
	5	22%	29%	29%	20%	14%	27%	14%	19%	18%	27%
	Extremely important	50%	39%	59%	56%	49%	34%	54%	59%	44%	49%
Encourage more carpooling and shuttle services, to reduce driving alone.	Unsure	2%	3%	0%	2%	6%	2%	2%	3%	0%	0%
	Not at all important	5%	13%	6%	2%	7%	0%	5%	0%	0%	8%
	2	5%	0%	1%	2%	9%	0%	7%	3%	5%	9%
	3	14%	13%	17%	2%	7%	10%	25%	18%	11%	14%
	4	28%	37%	23%	32%	28%	22%	28%	38%	32%	22%
	5	25%	20%	25%	24%	24%	39%	23%	15%	20%	29%
Encourage ride services like taxis, Zipcar, Uber, and Lyft to enable people to live with no or fewer cars.	Extremely important	23%	17%	25%	34%	26%	29%	12%	25%	30%	18%
	Unsure	1%	0%	3%	2%	0%	0%	0%	3%	2%	1%
	Not at all important	7%	6%	9%	3%	7%	5%	10%	3%	5%	10%
	2	8%	19%	9%	3%	7%	3%	3%	13%	5%	9%
	3	16%	16%	19%	10%	20%	18%	16%	13%	18%	16%
	4	19%	10%	20%	20%	22%	21%	17%	24%	18%	17%
Provide incentives to drivers to purchase more fuel efficient cars, including hybrids and electric vehicles.	5	23%	16%	23%	28%	17%	21%	33%	32%	28%	15%
	Extremely important	26%	32%	20%	35%	28%	31%	21%	16%	26%	31%
	Unsure	1%	0%	1%	3%	0%	3%	0%	0%	0%	1%
	Not at all important	8%	6%	7%	5%	7%	5%	8%	5%	5%	13%
	2	6%	6%	10%	5%	2%	2%	5%	8%	8%	6%
	3	14%	23%	16%	10%	5%	17%	21%	15%	10%	12%
	4	21%	32%	19%	18%	23%	26%	20%	15%	20%	19%
	5	17%	10%	26%	10%	20%	17%	18%	8%	18%	19%
	Extremely important	33%	23%	22%	49%	43%	33%	25%	49%	40%	30%
	Unsure	1%	0%	0%	3%	0%	0%	3%	0%	0%	0%

In terms of creating a 21st century transportation system, how important should each of the following actions be? Please rate each on a scale of 1 to 6, where 1 means the action is not at all important, and a 6 means it is extremely important.

		Overall	C. Mass	Metro Boston	Metro West	N. Shore	North east	S. Coast	S. Shore	South east	W. Mass
Support tighter fuel efficiency standards for cars, at the state and national level.	Not at all important	3%	3%	3%	0%	6%	0%	5%	0%	0%	4%
	2	6%	10%	3%	10%	6%	5%	5%	0%	4%	8%
	3	11%	31%	4%	2%	6%	14%	18%	14%	11%	9%
	4	17%	10%	16%	15%	28%	21%	22%	19%	9%	15%
	5	17%	17%	24%	17%	15%	17%	15%	11%	11%	18%
	Extremely important	46%	24%	50%	56%	38%	43%	35%	57%	65%	46%
	Unsure	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Repair roads, tunnels, and bridges to reduce traffic congestion and wear and tear on cars.	Not at all important	3%	3%	4%	0%	0%	2%	3%	2%	0%	4%
	2	6%	7%	12%	5%	4%	12%	2%	2%	2%	5%
	3	7%	3%	17%	5%	12%	2%	5%	0%	7%	7%
	4	12%	14%	12%	13%	8%	10%	17%	17%	13%	7%
	5	20%	21%	19%	18%	22%	24%	20%	15%	26%	16%
	Extremely important	52%	52%	36%	58%	53%	49%	53%	61%	52%	59%

To wrap up this section, we are going to ask you to rate the following 3 statements on how important you think each is on a scale from 1-6.

		Overall	C. Mass	Metro Boston	Metro West	N. Shore	North east	S. Coast	S. Shore	South east	W. Mass
We should repair and maintain the public transportation system.	Not at all important	1%	3%	0%	0%	2%	0%	0%	0%	0%	1%
	2	1%	0%	0%	0%	0%	2%	4%	0%	0%	0%
	3	2%	7%	1%	3%	0%	2%	0%	0%	0%	2%
	4	5%	10%	3%	5%	2%	2%	7%	0%	7%	8%
	5	15%	13%	13%	29%	18%	15%	7%	7%	16%	18%
	Extremely important	76%	67%	82%	61%	77%	76%	80%	93%	76%	71%
We should make the public transportation system run more often and longer hours, so more people can use it.	Unsure	1%	0%	0%	3%	0%	2%	2%	0%	2%	0%
	Not at all important	3%	3%	1%	3%	0%	5%	4%	4%	2%	2%
	2	3%	7%	3%	5%	2%	8%	0%	0%	0%	1%
	3	7%	0%	3%	8%	7%	5%	16%	0%	9%	8%
	4	14%	14%	19%	18%	9%	5%	13%	21%	18%	9%
	5	22%	10%	30%	24%	22%	18%	21%	18%	18%	22%
We should expand the public transportation system to serve more people and places.	Extremely important	53%	66%	43%	42%	60%	59%	45%	57%	51%	57%
	Unsure	%	0%	0%	0%	0%	0%	2%	0%	2%	0%
	Not at all important	2%	3%	0%	0%	2%	3%	2%	0%	4%	1%
	2	4%	3%	9%	3%	6%	3%	5%	0%	2%	2%
	3	5%	3%	6%	5%	0%	5%	9%	7%	4%	4%
	4	9%	0%	7%	11%	11%	13%	7%	18%	11%	7%
	5	17%	14%	24%	29%	19%	18%	13%	21%	11%	10%
	Extremely important	63%	76%	54%	53%	62%	59%	64%	54%	66%	75%
	Unsure	%	0%	0%	0%	0%	0%	0%	0%	2%	0%

How would you rate the overall quality of the transportation system in this region, including all roads, bridges, tunnels, bike paths, and the public transportation system? (If you are not from this region or are unfamiliar, you can select Not sure.)

	Overall	C. Mass	Metro Boston	Metro West	N. Shore	North east	S. Coast	S. Shore	South east	W. Mass
Poor	35%	36%	20%	34%	56%	23%	47%	29%	33%	36%
Fair	47%	56%	52%	46%	34%	50%	44%	46%	48%	50%
Good	13%	8%	29%	11%	7%	17%	4%	11%	19%	10%
Excellent	<1%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Unsure	4%	0%	0%	9%	2%	7%	4%	14%	0%	4%

Below is the same list of transportation-related actions you rated before. Based on your own experience and what we've discussed today, which 3 actions from this list do you think would make the biggest difference for this region?

	Overall	C. Mass	Metro Boston	Metro West	N. Shore	North east	S. Coast	S. Shore	South east	W. Mass
Rail transit	63%	62%	74%	40%	80%	55%	68%	71%	52%	61%
Bus service	55%	73%	50%	57%	28%	52%	64%	64%	71%	56%
Water transportation	10%	4%	5%	0%	40%	10%	4%	29%	5%	2%
Walking infrastructure	24%	19%	26%	17%	10%	26%	18%	14%	24%	37%
Bicycling infrastructure	28%	23%	45%	26%	23%	26%	14%	29%	33%	28%
Land development	33%	27%	42%	43%	35%	29%	43%	21%	29%	26%
Carpooling and shuttle service	16%	19%	8%	31%	8%	29%	14%	21%	5%	12%
Ride services	16%	38%	3%	17%	23%	10%	14%	14%	14%	16%
More fuel efficient cars	9%	4%	16%	26%	5%	10%	7%	7%	0%	6%
Roads, tunnels and bridges	31%	31%	18%	31%	20%	39%	43%	21%	48%	33%

Let's assume that the Commonwealth goes forward with a vision for a 21st century transportation system including all roads, bridges, tunnels, bike paths, and public transportation (trains, subways, buses & ferries). Here are some statements about how that system should be paid for. Please rate each according to how much you agree with that statement, where 1 means you completely disagree and 6 means you completely agree.

		Overall	C. Mass	Metro Boston	Metro West	N. Shore	North east	S. Coast	S. Shore	South east	W. Mass
Everyone benefits from the transportation system, so everyone should pay their fair share for it, through broad general taxes.	Completely disagree	8%	8%	7%	12%	10%	3%	13%	11%	3%	8%
	2	9%	19%	6%	21%	5%	3%	13%	7%	3%	8%
	3	11%	12%	6%	3%	21%	10%	13%	11%	11%	12%
	4	14%	15%	12%	12%	21%	40%	7%	7%	14%	10%
	5	21%	31%	27%	18%	13%	20%	17%	29%	24%	17%
	Completely agree	35%	12%	42%	32%	31%	23%	33%	36%	43%	44%
	Unsure	2%	4%	0%	3%	0%	0%	4%	0%	3%	1%
People should pay for transportation based on how much they use the transportation system.	Completely disagree	10%	8%	12%	6%	16%	11%	9%	0%	13%	12%
	2	11%	0%	12%	18%	8%	7%	16%	15%	11%	8%
	3	15%	15%	15%	9%	18%	18%	13%	12%	16%	17%
	4	17%	8%	16%	18%	11%	18%	24%	23%	24%	13%
	5	19%	35%	22%	24%	11%	29%	16%	23%	16%	13%
	Completely agree	26%	35%	22%	26%	37%	18%	16%	27%	18%	36%
	Unsure	1%	0%	1%	0%	0%	0%	7%	0%	3%	0%
Cities and regions should be able to choose their own transportation projects and raise local money for them.	Completely disagree	7%	4%	9%	3%	8%	11%	11%	7%	3%	8%
	2	4%	8%	4%	0%	0%	4%	2%	4%	9%	4%
	3	7%	4%	10%	14%	11%	0%	2%	11%	3%	8%
	4	15%	23%	12%	14%	16%	14%	22%	7%	20%	11%
	5	22%	31%	18%	17%	26%	25%	20%	21%	29%	19%
	Completely agree	41%	31%	42%	53%	34%	39%	37%	36%	37%	49%
	Unsure	4%	0%	4%	0%	5%	7%	7%	14%	0%	1%
State funds raised for transportation should be locked in for transportation and not used for any other purpose.	Completely disagree	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	2	2%	4%	3%	6%	0%	0%	0%	0%	0%	1%
	3	5%	0%	5%	3%	2%	10%	7%	7%	6%	4%
	4	5%	8%	11%	8%	2%	3%	4%	0%	6%	3%
	5	17%	12%	20%	19%	17%	14%	17%	19%	16%	16%
	Completely agree	70%	77%	62%	61%	78%	72%	67%	70%	72%	74%
	Unsure	1%	0%	0%	3%	0%	0%	4%	4%	0%	1%
Specific transportation projects should be listed publicly and ranked by specific criteria, so citizens and businesses will know exactly what will be funded.	Completely disagree	1%	0%	5%	0%	0%	0%	2%	0%	0%	0%
	2	3%	0%	3%	3%	0%	7%	4%	0%	3%	3%
	3	7%	4%	9%	8%	16%	11%	4%	0%	6%	4%
	4	14%	20%	24%	14%	8%	11%	11%	16%	12%	11%
	5	20%	20%	17%	19%	18%	22%	28%	8%	21%	22%
	Completely agree	53%	56%	41%	56%	53%	48%	48%	76%	55%	61%
	Unsure	1%	0%	2%	0%	5%	0%	2%	0%	3%	0%

Appendix C: Participant Ideas for Regional Actions, Sticky Dot Votes, and Visions

The priority regional actions that participants noted on flipcharts are transcribed below. The number of sticky dots that each action received is noted in parenthesis. Actions that did not receive any sticky dot votes are not reported.

All of the vision statements that we collected from participants are also transcribed below, in participants' own words without alteration.

Central MA, April 25, 2017

Actions

High speed rail: Springfield to Boston – Worcester to Boston – Garfield to Boston (8)
Increase land dev/redev (4)
Increase telecommuting (4)
More transportation funding overall (4)
Public/private partnerships (4)
Increased service region into Boston (4)
Universal transportation payment system (4)
More funding for RTAs (3)
Give cities/towns ability to raise revenue for local transportation projects (3)
Improve commuter rail further hubs (2)
Autonomous minibuses (2)
Construct BRT routes in Central MA (2)
Denser development in strategic locations (2)
Trains – better connection between Central Mass and other regions (NYC, Providence, New Haven, NH, VT, Western Mass) (2)
Weekend rail service (2)
More stops on local bus routes (2)
National background checks so disabled people can use Uber and Lyft (2)
Include people with disabilities in service charges proactively (2)
Regional costs/rates parity (2)
Expand bus service (2)
Interagency coordination (2)
Bicycles – protected lanes (1)
Keep the Loop Bus (1)
Services after 4 PM (1)
Increase bus service coverage (1)
Better driver behavior and communications (1)
Connecting North Worcester County to South Worcester County (1)

Leverage/coordinate technology (1)
Encourage mode shift then congestion and parking pricing (1)
Encourage Uber/Lyft/etc/supply (1)

Visions

My vision for the Commonwealth's 21st-century transportation system is...

- A convenient and efficient commute through Central Mass
- For a system that is accessible to a wider population, cost effective and reduces congestion and time traveling
- To create a system that doesn't require one mode to get where needed; increased transportation funding; public-private partnerships
- High-speed rail from Springfield to Boston (East-West) regional parity
- Coming from a rural community... please do not forget about us! Our economic future depends on access to dependable and accessible transportation for residents and businesses. Transportation infrastructure drives decision-making in investment in our communities.
- We are all able to choose to drive much less because of extensive telecommuting, rail and bus networks, and technology/drones used to bring things to us – reducing VMT significantly. All vehicles are electric. Buses and trains are clean, plentiful, and affordable. Transit-oriented development is hugely successful.
- Opportunity for access to transportation options (with in public/private partnerships) so people with disabilities can access their community during the daytime, evenings, and weekends.
- Better bus systems. Rail systems. Paths for walking and biking. Make these things at great as we can!
- Accessible transportation; proactively including folks with disabilities into projects and plans; public-private partnerships; more Uber, Lyft; weekend rail to North Central area; functional biking in North Central to places of business – commerce
- Accessible transportation and better projects for disabled peoples
- A funded, intermodal system that balances regional needs along with those of the commuters. Funding needs to be increased to cover the costs of infrastructure improvements, as well.
- Alternate modes of transportation throughout our region. Transit, rail, trails.
- I believe we must expand rail service and expand the time availability for rail service. Plus make our transportation system more clean and efficient (example: electric cars)
- A place where there are ample affordable and clean options for getting around the entire state.
- Much better train and bus service for work
- Multi-modal; regionally equitable; much better-funded
- Equal access to affordable, reliable, and convenient transportation options for all residents in all regions of the state

- Public transportation landscape includes mini-buses to fill the gaps existing between commuter rail and large bus routes
- Ready access to a reliable, affordable transport system for all types of users, paid for by its users.
- A system less reliant on private vehicles by charging drivers the actual costs of congestion
- For everyone to have affordable transportation options with a variety of modes and options
- A system where anyone, without a personal vehicle, can easily access transportation for work, healthcare, and recreation

Metro Boston, January 31, 2017

Actions

Connect neighborhoods with better sidewalks and bike/walk trails (7)
 North-South Rail (7)
 Build separated cycle tracks and connect all regions of metro Boston (7)
 Promote access to employment (5)
 Transportation equity (5)
 Solve MBTA debt funding and put more money toward public transit (5)
 Mixed solution for alternative modes (5)
 Circumferential transit/urban ring (5)
 Regional greenway multi-use network (5)
 Build circumferential transit lines (5)
 Toll vehicles within city to raise revenues for alternative options (4)
 GLX-11 (commit to finish) (4)
 Dedicate bus (+maybe bike) lanes (4)
 GLX- Do it and build the fully, fully off-road community path extension w/GLX (4)
 Cleaner, greener vehicles (all kinds) (4)
 Increase funding for vision zero/complete streets (4)
 Make public transportation available > hours/flexible schedules (4)
 Connected network of bike facilities (4)
 State of good repair (4)
 Improve inner city/urban rail service (using more frequent commuter rail) (4)
 Increase statewide gas tax (4)
 More complete streets (4)
 Make all transportation safe for all ages + abilities (4)
 Better interconnectivity or non-motorized transit (3)
 More rail service (3)
 Better walking + biking connectivity to major or minor transit centers (3)

Make motorists pay the real cost of using the roads (3)
 Alternate means of transport: biking – Hubway expansion (3)
 Bus rapid transit and/or faster bus service (3)
 West station (Allston/I-90) “more than just a highway project”(3)
 Maintain/expand public transit capacity (3)
 Properly price parking (both residential + meters) and explain why/benefits (3)
 Millionaires tax (3)
 Increase quality of service across all neighborhoods (2)
 Remove Route One chokehold at Copeland Circle (2)
 Red line/blue line connector (2)
 Increase frequency of Fairmont Line (2)
 Increase funding for the DCR (2)
 Private \$ towards transportation (2)
 Encourage and improve water transportation (2)
 A hub + spoke MBTA system to grid (2)
 Expand rail to trail bike paths (2)
 Tolling/congestion pricing (I-93) (2)
 Analyze transportation impacts per person rather than vehicles (2)
 Affordability/equity – connecting the low income community with passes, etc.
 Connect SNAP w/T line WIC (2)
 Expansion of and connection of current lines: regional rail (2)
 Improve reliability/speed of light rail (2)
 Build infrastructure to encourage non-auto use (2)
 Means based fares (2)
 Expand transit to transit deserts that lack transit (2)
 Focus on multiservice communities, multiple choices for destinations (2)
 Blue line extension to N. Shore (1)
 Improve water transportation (1)
 Bus rapid transit (1)
 Community path (GLX) and connect all paths (1)
 Circumferential rail or transit (1)
 Make silver line subway (1)
 Commuter station at Wonderland Park/Revere (1)
 All transportation investment should improve connectivity between different modes (1)
 Toll on I-93 to generate transportation revenue especially at NH border (1)
 Build out EV charging infrastructure (1)
 Make the silver line more efficient (1)
 Ban space savers (1)
 Land development (to jumpstart transit dev) (1)
 First/last mi connections (1)
 McGrath - tear it down (1)
 Blue/red line connector (1)

Universal card payment of non-auto transportation (1)
 Improve resiliency of public transit related to severe weather and climate change (1)
 Expanding all methods – walking, biking, etc. (1)
 Rethinking T-stations and connections to different regions (1)
 Expansion of car-sharing services (1)
 Pilot gas rationing -> “driving rationing” to up other modes (1)
 Crosswalk at every bus stop (1)

Visions

My vision for the Commonwealth’s 21st century transportation system is...

- Zero emission particle ZEB; buses – electric, signal priority. Dedicated lanes and BRT; incentivize ZEB and carpool; make single occupancy vehicles more expensive; make gas guzzlers more expensive
- Substantially increasing bicycle safety in metro areas to promote bicyclists share of transportation. Allowing transport systems to respond dynamically to DEMAND in real-time. Break fixed routes.
- High quality frequent service within core MBTA buses and subways; broader use of ridesharing and pooling; electrified commuter rail service that provides new frequent service routes within the urban core (realize the “DMU” concept in some form)
- Take quality of life and economic goals into all decisions made on transportation planning and funding decisions – that go along with reducing air pollution and carbon
- More buses and/or rail choices so that there are less cars and room for more bike trails and walking trails. Also more electric charging vehicle stations and driverless cars that can move from house to house or business and park in central lot.
- Run this workshop in colleges, high schools, churches, key restaurants and senior centers.
- That every town and city in Massachusetts would be connected by rail and light-rail, in a system that would run parallel to and complement the automotive system. The SNCF, RER, and RATP rail and light-rail systems could be used as a model for this.
- A system that meets the travel needs of all travelers with more sustainable modes (walk, bike transit, rideshare) ultimately becoming the dominant and preferred way of travel. All regions of the Commonwealth are well connected internally and with each other.
- Safe, connected network of walking and biking facilities.
- Please have a holistic approach where all the alternatives for transportation are being thought about in the context of present budgets and technology and future technology, needs and potential budgets. Example: bike path hiatus in East Somerville because of lack of budget with complete disruption for most vulnerable populations. Other example – underpasses under highway, which are unsafe and unfinished for over 50 years because of lack of vision, budget, planning and partnership with local community organizations. For example, Kensington Underpass might be behind us!

- Would like to see “safety” included more inside of all of the talking points and ideas, especially when biking is included; there also needs to be more equity in all aspects of the transportation systems, especially in new expansions connecting to low income and depressed low income areas.
- One with more options, which involves cheaper and more streamlined public transit (i.e. Hubway and the T being integrated), a larger and more connected web of complete streets for bike travel, a larger network of community-oriented banks, and transit lines which circumvent downtown Boston (i.e. Bus Rapid Transit from Dudley and Mattapan, rail from Providence to Brockton, etc.)
- A system in good repair that works for all ages, abilities, and incomes.
- An expanded and connected system. Projects like the North-South Rail Link and South Coast Rail should have much more priority to connect the region. The system must work and be affordable for everyone.
- Inclusive: a place where people can choose how to move in the city; a place where people can use safely the streets no matter the mode (bike, walk, public transit); a place with less car infrastructure
- A smart, connected, integrated system.
- Nudges and pushes transportation choices to reduce S.O.V. trips and increase non-polluting, low-energy using, and active modes.
- A transportation system that would be a model for the nation and reinforce the fact that Massachusetts is the most visionary state in the Union.
- A system that is affordable, accessible, that works smoothly almost all the time.
- Better integration, extended service, and more equity for continued economic growth
- A transportation system that is equitable, in access, affordability, and connectivity. Transportation planning that focuses/centers around pedestrians, bike, and transit users, not vehiclists. Complete the Urban Ring ☺
- A transportation system that is affordable, accessible, invested in by all and those who can afford it. Innovation, infrastructure, and focused on being a public good that drives the economy and connects people.
- A system that works for all ages and abilities and is equitably funded
- Increase the gas tax to pay for transportation and encourage alternative fuel vehicles
- Consider safety for all modes of transport
- To achieve transportation equity, affordability, and convenience
- Prioritize projects which can promote long-term economic development, such as circumferential transit (e.g. Urban Ring) and regional synergy (North-South Rail Link)
- Establish stable funding and cooperation on a regional basis (within the state and also New England and the Northeast Region) to support long-term planning and actions
- Replacement, wherever possible, of car-based personal transportation with walking, bicycling, and public transportation
- An affordable, accessible, sustainable, and equitable network
- A public transportation system of MASS transit (as good as other cities!) that provides safe, regular, clean, and reliable alternative to passenger vehicles to increase ridership, reduce reliance on cars, and reduce carbon emissions!

- Public transit fully and cheerfully funded by all the people in the state, and encouraging more face to face encounters between neighbors and strangers
- A crosswalk for every bus stop to help improve connections to transit
- That sustainable modes dominate (in urban areas); it is safe regardless of mode to all ages and abilities; it is carbon neutral = clean fuel; it is affordable.
- Provide a safe transportation system that gives all residents of all races, incomes, genders, and locations access to multiple modes of transportation adjacent to the places where they live, work, and play.
- That it be designed, built, and run for and by the people of the Commonwealth through an inclusive and engaging public process.
- A more expansive (different modes like bike, walk, and shuttle) and sustainable transportation system that can be applied to a wide range of communities in the most equitable way.
- Active transportation (walking and biking) becomes a viable, safer and efficient way to get around every day. These facilities should be connected to public transit hubs and minor hubs.
- An extensive network, multimodal, that enables a broad range of citizens to get where they need and want to go, providing service that entices us to switch from driving to clean modes, financially sound.
- One that is affordable; one that includes and enforces all modes of transportation; one that is safe and timely; one that is efficient; one that listens to constituents
- One that is equitable, transparent, and accountable to its users.
- Accountability, excellence and opportunity for all.
- Create a safe, equitable, sustainable system for users of all ages and abilities.
- Connect all bike/pedestrian paths. Then when that is done, connect them to public transit.
- Be able to get around the Commonwealth without a car (zero VMT)
- A shared, multimodal transportation system that focuses on walkability, biking, public mass transportation (priority buses; rail/trains) with carpool inner-cities (solar roads, EV's) and an equitable system (including accessibility and affordability). Use Complete Streets design guidelines; focus on vision ISO; T debt-free and invest revenue etc.
- To include all residents to give input on what those policies will be. Having this conversation with non-users of public transportation does not include the majority!!
- Well funded and in a state of good repair
- 10 years from now I'd like the Commonwealth to have a national reputation as a state that builds/innovates maintains its transport capabilities ahead of the curve, not consistently decades behind the curve, which is the most expensive
- A reliable transportation system that provides a high level of connectivity for uses of all incomes, demographics, and abilities. The transit network is prioritized, vulnerable users are protected and fully accommodated, and goods movement is addressed in a safe and sustainable way. Funding is available for both maintenance and expansion.
- Highly efficient, interconnected, transformational system that encourages behavior change from single driver to mass and human-powered transit.

- I would like to be able to bike and walk safely through a clean, attractive city, with dramatically less congestion, vehicle noise, and pollution. I hope to be able to board a mass transit system that works almost as well as those I've found in cities like Bogota and Shenshen in developing countries.
- An easily accessible, reliable, equitable and flexible system that embraces emerging tech to advance the economic vitality of the Commonwealth
- A system that better connects every corner so that public transportation can be better and more consistently used.
- A multimodal system linking major and secondary cities with an interconnected network of rails, trails, buses and, to a lesser extent, highways. It starts with links between gateway cities and ex-urban population centers, outside of the Boston hub-based system.
- A transit-oriented clean, non-polluting, equitable system. Transit gives the highest number of people access to transportation. Remember, access to transportation is the number one to pull people out of poverty. Upgrading the Boston bus system in the cheapest, fastest way to move forward. Dedicated lane laws (which bikes can ride in) and buses every 10 minutes. People will get out of their cars and RIDE!
- Roads with sufficient capacity and in state of good repair. Intermodal, inter-connected public transportation infrastructure. Integration of walking and bike paths in transportation network using transportation investment spurring economic development.
- A robust network that meets the needs of workers getting to job centers in fast, reliable public transportation system through a reliable rapid transit, CMV/EMV network, and BRT service.
- Create a comprehensive, statewide public transportation system that provides convenient access to multiple transportation choices to bolster our economic strength and create sustainable communities by raising the revenues necessary to make this possible.
- A fully funded system that works for all users.
- A high "walkability" score in all neighborhoods and towns. Build a safer bike infrastructure and promote wider bike use/transportation in cities.
- To be able to bicycle safely and conveniently from any location in greater Boston to any other location in greater Boston. Thank you!
- Implement carbon tax that will drive all kinds of the right transportation decisions/choices.
- People walking, biking, bussing, to trains and subways. I see very few private vehicles. I see vertical farms, local farms, and Massachusetts farm providing most of our food – very few transportation miles for food. Good electrical storage fueling electric vehicles.

Metro West, April 4, 2017

Actions

Carbon fee (8)
 Repair roads, tunnels and bridges (7)
 First/last mile commute (6)
 Increase safe bike and walking network (5)
 Masterplan density, transit, and preservation (5)
 Integrate multimodal options for I-495/90 (Smart Interchange) (5)
 increase smaller/on-demand bus and van services (4)
 Bike infrastructure and safety (4)
 Last mile options (4) (4)
 Public/private partnerships
 Regional collaboration/sharing existing assets in more efficient and innovative ways (4)
 First/last mile (4)
 Incentivize RTA transit and transit at edges of RTAs (4)
 Promote intermodal connections for humans (4)
 BRT (3)
 Rail to Springfield (3)
 Autonomous vehicles (3)
 Intermodal initiatives (3)
 Local enforcement of sustainable transit options, etc. (3)
 Raise revenue - key to transportation (3)
 develop a North - South strategy (3)
 State enforce CAFÉ standards and tax specific vehicles (tax trucks) (3)
 Tie zoning to efficient transportation/land development (3)
 Complete Streets (2)
 Connecting rail spokes with buses (2)
 Increase MBTA capacity to carry bikes (2)
 Alternative options - sustainable modes (2)
 Shared services, integration (2)
 Regional pilot commuter rail in Foxborough (Franklin/Fairmount Line) (2)
 More transportation/transit revenue (2)
 public health = public transit = decreased GHG emissions (2)
 Implement dynamic tolling (on Turnpike) (2)
 Focus on intra-region commuting (2)
 CNG (1)
 Service to business centers (1)
 IT for real-time information and trip planning (1)
 Pilot agreements, funding options, etc. (1)
 Maintenance of roads and equipment (1)
 Coordinate transportation with medical destinations (see ways CrossTown Connect is doing) (1)
 Allow RTAs to connect (regional borders) (1)
 Regional export tax (1)

Visions

My vision for the Commonwealth's 21st century transportation system is...

- Sustainable (low carbon footprint and land footprint) transit which provides options to all income and age groups
- One that is flexible, informative to the consumers and encourages connectivity and seamless use between regions or modes
- Teletransportation
- A dependable, flexible and cost effective system focused on economic vitality
- A multimodal system which is equitable and provides choices to our citizenry and that works
- Convenient access for all!
- Expanding rail transit to obtain regional equity
- A better funded system – highway, rail, bus and shuttle, bike and ped; more tolls on other roads; P3's; VMT maybe
- Equity for all!
- A system that is reliable and accessible to all residents!!!
- Zero emission vehicles, public transit that is available and affordable biking is safe and walking and biking are bigger share of trips
- Safe, reliable, train system with bus and ride services supporting the system. Funding for local TMA's to provide those services
- Prioritizing transportation investment as one of the most important investments we can make for the future (i.e. increase investment); a much more emission-free or low emission transportation system; transportation equity in all decisions
- Reliable rail transit; well-maintained roads and bridges; less congestion on major roadways; allow bikes on commuter train
- One that is easily accessible, broad, affordable, and helps connect employees with employers and families with the greater region and Commonwealth
- A transit system that runs throughout Massachusetts and a more expanded and protected bike network
- Equality of access
- A clean, efficient system that encourages safe, active transportation where possible and community building, and that is fast and shared for longer distances
- Clean, reliable, accessible transportation for all who need it
- Investments in transportation need to be resilient/flexible relative to sea level rise over the next 100 years or more. No reason to have to do it all over. (That would be 100 feet for planning purposes.)
- Fully seamless intermodal system of rail//bus/bike!
- Public transit that is as convenient as Lyft and Uber – on-demand and available in the suburbs. And with more than one person in each car!
- Autonomous cars – not personal, by demand owned by Zipcar (or similar).

- A well-funded, energy efficient, clean, sustainable system for all
- Carbon neutral, flexible, accommodate all areas, economically efficient (low time and money for good service)
- What already exists in the Netherlands
- An efficient, safe and dependable network across all modes
- Start by maintaining the infrastructure we have
- A door-to-door transportation system, e.g. a European style system: walk or bike to neighborhood bus or train station, which takes you to work, airports or other destinations which have similar bus, bike or walking infrastructure at the other end!
- Moving people quickly and efficiently. Maintain, upgrade, expand.
- To show/lead by example that care for our common home
- A system which reduces carbon emissions
-

Northeast MA, March 21, 2017

Actions

Improvements to commuter rail, light rail/train maintenance (8)

Move stops/longer hours/better alignment of transportation with jobs & other transportation needs. Increase shuttle stops. (6)

Develop app to track current usage – public trans, alternative to single drivers, autonomous vehicles (5)

Increase public/private partnerships (5)

Funding: identify sustainable sources, seed capital, voucher system, tax incentives, carbon tax (5)

More options for people outside (R area) and can't use (elderly and disabled) (5)

Lack of transportation linkage (elderly/disabled), use of Uber/Lyft (5)

See transportation as regional as well as local (4)

More predictable commuter rail service: on time, more frequent (4)

Increase regional autonomy by making prevailing wage not apply for projects under 200k-500k (3)

Increase access options for car-free workers (3)

Transit coordination + last mile (3)

Development patterns to mirror transportation (2)

Affordable/flexible fare rates (2)

Multi-modal transportation (1)

Improve/coordinate transportation systems in relation to economy (1)

Commuter rail modernized (1)

Ability to put bike on bus (Boston – yes, other cities – varies) (1)

Improve wifi on commuter rail (1)

Expanded water transportation (1)

B to B project (bike transportation routes) (1)

Visions

My vision for the Commonwealth's 21st century transportation system is...

- Improve multi-modal access from communities to the regional rail gateways, e.g. bike routes to rail stations. Support "Border to Boston" multi-modal transport.
- Open up more revenue streams to pay for public transit and rail travel. Do this by identifying unacknowledged (untaxed) public benefits of motorists: free/subsidized parking at office buildings, free disposal site for combustion gases (i.e., the atmosphere), etc. Boost gas tax! Institute congestion pricing!
- It must create spaces that are pleasing. Educate the engineers!
- More access for disabled and elderly populations to access essential services like medical care, food, and connection with the community.
- Widespread, affordable, easy to use light rail (rail) and bus system. Make car users pay actual costs of car use for roads, pollution, etc.
- Connect most major towns and cities in the Commonwealth by first efficient rail and connecting smaller locals by bus to remove POV's from the roads and highways.
- Availability of access to a responsive and resilient transportation system that allows residents to access jobs, recreation and social aspects of their lives
- 1. Complete trail network in Eastern MA, 2. Increase Park and Ride options in I-93; I-495 corridors, 3. Increase train service to Merrimack Valley, 4. Introduce Bus on Shoulder transit service on I-93 into Boston.
- A system which provides public transportation of all types from the heart(s) of Boston, Worcester, Springfield throughout the arteries to all parts of the state and on down through the tiny capillaries to residents' door!
- Increased funding for Regional Transit Authorities to maintain and add services.
- A safe and reliable system that is properly maintained and sufficiently funded. The transportation system should strive to provide a high level of service for all modes and users. The transportation system should also aid in economic development.
- Safe, efficient, resilient transportation system that serves all users, covering all modes of transportation
- Good connections between public bus services, commuter rail and auto.
- Seamless system – all modes of transportation should be coordinated – gaps exist between major transportation centers.
- To support the citizens of the Commonwealth to safely access transportation modalities pertinent to the regions they reside in.
- An innovative, accessible, predictable, fair, connected and multimodal system that serves all.
- Better matching of needs and existing resources – current transportation system needs to be more nimble/grow and evolve with the times.
- Frequent, multi-modal, reliable with State of Good Repair and responsive financing.

- Improve infrastructure: roads, bridges, tunnels must come first, prior to adding additional transportation.
- The needs of municipalities drive the regional transportation agenda. Transportation = work force development = economic growth.
- A sustainable, financially viable system that provides access to cost effective options for all segments of the population.
- One geared toward changing technology focused on public/private partnerships that fuel economic development
- So I am hoping the outcome of these meeting will be a transportation system that favors a green infrastructure, low CO2 and support the use of autonomous vehicles.
- A clean system; all future built transportation systems should run on renewable energy sources. New bus service – rapid transit walking and biking paths available.
- Increase public services with first and last mile addressed; create a more flexible/ on-demand service, which does not just look at a Boston focused economy; create more public/ private partnerships
- 1) I can zip into and out of Boston easily/reliably. 2) People who work can easily get to where jobs are. 3) Disincentives for large polluting vehicles and incentives for environmentally good ones. 4) A regionally adapted public transportation network that targets specific needs of specific areas.
- A comprehensive transportation system that serves working people, youth, retirees, and the disabled (trains, buses, shuttles) on a 24-hour basis at an affordable cost – subsidized by the state through a general tax. The system would also encourage unionization on labor to build and maintain services and infrastructure.
- To have a more accessibility for all ages, especially north of Boston. I have never taken public transportation in my town because it is not easily accessible. It is not easy to walk places either.

North Shore, April 11, 2017

Actions

Infrastructure repair (7)
 Rapid transit (6)
 South Salem train stop (5)
 Bike trails – data (5)
 Improve and expand transit (all) (5)
 Travel time as a criteria for MBTA (4)
 North and south rail connection (4)
 Regional bus route for east to west transit (4)
 Better regional coordination (4)
 Expand connections to regional services (4)
 Expand tolling policies (4)

Improve and expand rail transit (blue line extension) (4)
 Encourage ride services that are affordable and accessible (4)
 Ferry system + parking garage (4)
 North South Rail Link (4)
 Ferry (4)
 Funding increase – combination of public and private (4)
 Lynn and Salem ferry service (4)
 Blue line to Lynn (4)
 Repair roads to reduce traffic and travel time (3)
 Encourage more carpooling and shuttle services, increase incentives (3)
 Walnut street interchange with Rte 1 Saugus (3)
 Implementing complete streets (3)
 Rapid transit expansion -Blue line, bus route, emus, expand commuter rail service (3)
 Complete streets (3)
 Expand the blue line to lynn 8 and beyond (2)
 Increase incentives for ride sharing and shuttle use (2)
 Enhanced cycling networks (1)
 Fare equity (2)
 Freight, how are we moving? Shift track traffic to rail (2)
 Route 128 monorail (1)
 Focus on whether to fix the old system or replace/repair the existing system first (1)
 East-west perimeter links (1)
 Improve and expand bus service (1)
 Train frequency increase (1)
 Better use of CR Eastern Route (higher frequencies, electrify line) (1)
 Safer highways, smart traffic management systems (1)
 Mobility management centers to enhance intermodal connectivity (2)
 Road through Lynn Woods (1)
 Extension of rain train in Danvers to connect in Middleton (1)
 Ferry service (1)
 North shore specific transportation options (1)
 Better marketing and communication about transportation options (1)
 Improve road and highway signage ; better identify transit and public parking (1)

Visions

My vision for the Commonwealth's 21st century transportation system is...

- Affordable options for elderly patients who need medical treatments (i.e. dialysis, chemo) so can't afford transportation
- More affordable and accessible modes of public transportation for everyone
- Multimodal system that's affordable for all
- More modes of high speed transportation (trains)

- Affordable, cleaner air, flexible, ferry
- Reliable and higher-quality transportation. Affordable to all who need it.
- Ferry boats, easy access to rail and car service
- Blue Line to Lynn; enhanced ferry service; North-South Rail Link
- Have you/MBTA develop a 21st century plan based on what should be done (without caring about budget/funding) to see what it could mean for public transportation
- An efficient and accessible system for all that has a variety of options
- Value people's time: make it easier and more efficient to get around; enforcement of traffic rules during off-peak times; follow through on complaints/issues raised; affordability of public transportation; more trains and buses, fares keep increasing; creative investment strategies for capital improvements
- Improve and expand public transportation for North-South (North-South Rail = top priority); change name from "commuter rail" to "people rail" – rebranding how people think about using the train; inter-community trains/improving access to final destination from train/public transport stops; bike safety and travel improvements
- Cycling trains, cycling lanes, bike paths in Lynn, water shuttle
- A system that is cost effective, reliable, efficient and affordable for all consumers!
- A completely connected network of seamless transitions and intermodal connections. (This starts by following the State Rail Plan and building the North-South Rail Link!)
- That Massachusetts sets a goal to be innovative and long-sighted in thinking about transportation statewide for the future, increasing funding through taxing VMT at annual inspection/registrations and making a statewide commitment to Complete Streets policies and sidewalk/bikeway expansion.
- Interconnected system of rapid transit, rail, bike lanes, pathways/sidewalks – net zero and healthy!
- A reliable, clean energy; affordable, accessible system that improves the lives of all MA residents without resulting in gentrification that pushed residents out
- Rapid transit through Lynn into the North Shore
- A road bisecting Lynn Wood, with access for all...
- Multimodal, affordable, clean, efficient, with accessibility to all areas of the Commonwealth
- Fuel efficient, equitable, everyone walks out the door and has multiple transportation options – more walking, bicycling, less cars, more rail. Fast, efficient, fun and forward-looking.
- East-West as well as North-South Rail transit; well-publicized and signaged highways, roads, parking; limited public debt (haha 😊)
- A multimodal system that's accessible (cost, distance, age) to all
- An asphalt-coated dystopia as local politicians cannot resist the heroin of road \$\$
- Road, bridge and rail infrastructure repairs given TOP priority
- Ferry transportation
- As I age (I am 70) I envision a system where I can safely move about to anywhere in the state, any day of the week

- To have a transportation system that supports flexible travel without the need for own vehicle.

South Coast, February 7, 2017

Actions

South Coast Rail – Middleboro/Taunton (12)
 RTA Funding (10)
 South Coast Rail (9)
 Expand regional transit system: coverage + hours of service (6)
 Innovated public demand response service (public/UBER hybrid) (6)
 Southeastern, MA transportation collaborative: identify gaps and needs -> SRTA / GATRA / Cape Cod (to support access to SCR, etc.) (6)
 Expand affordable transportation options (6)
 Increase accessible transportation (5)
 Expanded service area and timing (5)
 Planning to remain in MA (5)
 Clear, transparent budget and schedule for SC Rail (4)
 Continue maintenance of infrastructure (4)
 Get all South Coast communities to adopt Complete Streets (3)
 Improve funding equity for RTA (3)
 Economic development in population centers (3)
 Equitable, secure funding (3)
 Sunday transit service (3)
 Connectors to more small towns (3)
 Better and more strategic land development for walking (3)
 Educate the public, including youth, on transportation (2)
 Improve RTA evaluations to provide relevant routes (2)
 Links to existing transportation service, public and private (2)
 More and better bus service from low income neighborhoods to industrial parks (2)
 Increase safety (2)
 24/140 Interchange (1)
 Replace Route 6 Bridge (1)
 Improve route 79 and route 138 to existing MBTA stations (1)
 Stoughton Line- permanent, dedicated full-service (1)
 More funding for affordable transportation (1)
 Increase funding for region (1)

Visions

My vision for the Commonwealth's 21st century transportation system is...

- Thoughtfully planned and sustainably aligned with the needs of each unique region of the Commonwealth
- Dedicated and secure funding stream
- A modern, multi-modal transportation network that is clean (low GHG) and connects people to where they want/need to go
- Equitable access to transportation including South Coast rail and funding basic RTA needs such as evening and Sunday service
- One that focuses on individual mobility and is not modally focused
- A network of vibrant, walkable places connected by biking, public transit, and affordable ride-sharing
- A multimodal network that provides mobility for all while reducing GHG emissions.
- Affordable and multi-modal transportation options for all, regardless of income, age, etc.
- Connected, equitable, affordable, convenient
- Takes into account regional equity – we need to bring in more resources for fund transit statewide!
- Look to now thinking + ways to accomplish SCR + NSW bridges at different location to Cape Cod
- In the south coast: provide paraTransit type services (like Washington DC Metro) or similar to provide more accessible transportation options for older adults, midlife adults, and those with disabilities
- Integrated and flexible, linked to zoning (i.e. the complete streets approach)
- One that encourage walking and bicycling safely in all Massachusetts communities
- Complete networks of separated and on road bike ways and safe, attractive walking. Complete and well-used public transit, rideshare, and alternative transport for all users including rural areas
- Less car-centric
- In my lifetime, I want to be able to get to any community in the South Coast by bus (public transportation) or bike. I would like clean, safe transportation easily available
- A fully integrated transportation system through-out the entire state
- An efficient, effective transportation system with equitable options across the state
- Be able to get anywhere in the state by public transportation
- One where all transit authorities are connective, where all buses run on Sunday and cover second and third shift workers. Currently buses stop at 5 PM with select buses running until 8PM in the Fall River & New Bedford area.
- An easy to use, reliable system for all citizens of Massachusetts
- Please propose solutions that will be funded based on existing power balances. Look for cost-effective ways to serve more people with access to jobs in Boston, Providence, and

regional industrial parks. For example: 1) Improve secondary highway links to existing t stations, with dedicated, cheap parking for HOVs from underserved regions, 2) subsidizing parking lots at Boston bus service terminals to make bus transit affordable, 3) plan RTA feeder bus routes to link to Boston service (either private bus for MBTA rail at existing stations)

- All users being connected to service areas by affordable transportation
- Rapid transit, solar powered, affordable commuter rail with heated trains and option of private funding/innovation for improving the technology
- Commuter rail and for public transportation to be accessible and affordable to everyone
- Commuter rail expansion is critical for “sustainability” in Southeast region of Massachusetts
- Expanded rail and transit outside of Boston with emphasis on elderly and handicap-friendly amenities
- Rapid transit and responsible powered by locally generated renewable energy
- Use the most flexible and efficient transportation methods for all
- All residents in MA have mass transportation that is close and convenient to their home and affordable
- Interconnected, available, flexible, and affordable for all – i.e. rail, bus water taxi, walking and biking all contributing at long distance to local (macro -> micro)
- Cheaper, faster, safer while connecting gateway cities to economic opportunity

South Shore, February 28, 2017

Actions

Commuter rail/subway connections/biking/walking (7)

State of good repair (6)

More renewables for T (5)

System reliability (5)

Increase ferry service and capacity (5)

Improving bus service (transit signal priority) (4)

Quincy Center T-station (4)

Connected network of separated bike facilities (3)

Water ferry service (3)

Transportation system equity (3)

Safety (2)

Clean air/communities (2)

Zipper lane to toll lane (2)

Carpooling discount (2)

Reliable rail/train service (2)

Handicap accessibility in public transportation (2)
 Designated bus lines (2)
 System maintenance (2)
 Accessibility improvements at T (2)
 South station expansion (2)
 Gather transportation use data – information and special networking should inform development (2)
 Rt 27/Rt 9 needs trans intersection, too car dependent (2)
 Capacity growth and mobility (don't leave/throw out what we have) (2)
 Improved water transportation (1)
 Education for schools (1)
 Improve ferry service (1)
 Cleaner, greener transport to reduce pollution (1)
 Prioritize safety getting to transit (1)
 Sustainability (1)
 More interconnectivity – Quincy Center/Squantum (1)

Visions

My vision for the Commonwealth's 21st century transportation system is...

- Clean (Use green energy and efficient technology); Convenient (Frequent trips, stations/stops near home and work so that people will use it instead of cars)
- More environmentally sustainable, public transportation more frequent and reliable. 24 hour access.
- Reliable and redundant in the near term (e.g. 5 years). Figure out the other "stuff" later
- Vibrant water transportation system
- A transportation system that is safe, secure, and reliable
- Multimodal including a bike path system and walking paths (these can be the same in many cases)
- Environmentally sensitive/clean air; 2) infrastructure for cycling and safe streets; 3) increase train and bus service
- A system that is equally affordable to all
- A well resourced system that enables people to get where they need to go
- Affordable, accessible, and equitable
- A user-friendly system that provides reliable public transportation with adequate and affordable parking and accessibility
- A fast, easily accessible transportation system using renewable energy which connects our citizens to better economic opportunities and is affordable to all of our citizens
- A multimodal network that prioritizes public transit, low-stress bikeways and shared-use vehicles (bus, ferry) over the subsidization of private vehicles
- Remove humans from the equation

- Safety, gather information on use and use it to inform development in an open manner
- More federal funds – get out of debt!
- Clean, safe, reliable, affordable, accessible transportation system
- Safe, clean, and accessible to many
- Need to increase water transportation in the greater Boston area
- More availability for transportation across the state

Southeast MA, March 7, 2017

Actions

Bus service (6)

Better-maintained roads (6)

Transit-Oriented Development/GIZ- Density for Sustainable Neighborhoods (5)

Local funding flexibility – embarkation fee (5)

Regional equity – count people served via technology (5)

More local design control – environmental concerns differ, match local context (5)

Safety for peds/bikes and complete streets (5)

Rail service (5)

Interconnected RTA service (5)

More money (4)

Expand rail and bus service (4)

CC Rail Trail (4)

Intercity rail (SCR, Year-Round Cape Flyer) (4)

Linkages to rest of MA (3)

Senior mobility (3)

Bridges (3)

Public involvement (3)

On-Time Performance and State of Good Repair would increase ridership and reduce

Vehicle Miles Travelled (3)

Year-round commuter rail service to Hyannis (3)

Commuter Rail (3)

3rd Canal Bridge and Approaches (Bourne Circle) (3)

Increase service (2)

Improve rail tracks and frequency of trains (2)

Add station at OTIS (2)

Walking access (2)

Economic vitality (2)

Pedestrian Access and Bike Across Canal (2)

Road use revenue (2)

Sustainable funding (1)

Trip reduction – work from home (1)
 One-way car rental: C+I (1)
 Coordinate (1)
 Ride-sharing (1)
 Transit Oriented Development with respect to housing (1)
 Sunday/ Late-Night Service (1)
 More shared vehicle options (1)

Visions

My vision for the Commonwealth's 21st century transportation system is...

- More funding for transportation so I don't need a car
- Road revenue; user fee = tolls
- More integrated technology – allowing connections of rail, bus, rideshare to complete trip and show real time travel times, statewide
- Durable communities where I can live, work and play without using a car
- Clean air! Walk or ride.
- A system that provides accessible and affordable public transportation options as we move toward fewer and cleaner individual vehicles - interconnect existing systems e.g. different RTAs, Plymouth commuter rail to Plymouth Center, South Station to North Station; make use of Uber, etc. as semi-public way to achieve these?
- Total interconnected rail service throughout the state – freight and passenger – builds economic growth everywhere and public transport to stop “gridlock”
- Excellent roads and train service throughout Massachusetts. Third canal bridge.
- System reliability – If more people felt comfortable using MBTA, commuter rail, bus due to system reliability, that would greatly decrease VMT's, which would not only reduce emissions, but the strain on the roadways (less pavement/bridge rehab)
- 1. No matter their age, income, race, or where they live, people should have convenient access to multiple transportation choices. 2. Repair and expand rail 3. Improve and expand bus service on the South Shore. 4. Encourage smart land development planning that encourages good public transportation choices 5. Repair bridges in Southeast MA
- A safe and reliable multi-modal transportation system that meets the growing and aging populations.
- Move away from individual cars to rail, bus, transit which is sustainable
- Ridership congestion pricing: more money for peak, less for off-peak/ Saturdays/ Sundays, free parking on the weekends
- Fewer individual vehicles. More reliance on sharing and alternatives like bus, train, biking, and other mass transit.
- More commuter rail throughout state but expand also to Cape Cod. Third canal bridge.
- Redirection of single occupant vehicles on our roads. Complete Streets model. Vision ZERO.

- A sustainable, multi-modal transportation network that supports local community values
- No wasteful congestion -> cleaner, more efficient and less wasteful of time and energy
- Affordable and accessible options for all users locally, regionally, interstate, and internationally.
- Would love to see rail service established further on Cape Cod – to in-Cape buses and ferries. More public options for sharing transportation: carshare, regional transport sharing
- Continue with an integrated approach to linking citizens to all areas of the Commonwealth. Motivate us to get out of our cars!
- Safe, efficient, accessible, affordable, contributes to wellbeing of all.
- Improved roads, safe sidewalks, coordinated rail and bus service
- Pay for roads with tire tax; Plymouth and Provincetown bridge or tunnel puts Provincetown in commute distance and turns Provincetown and Truro into year-round communities; reduces load on Bourne/Sagamore bridges; stock with solar cells, windmills, and tidal engines. Car-260 type cars on islands and terminals landside
- To change priorities to encourage trains, bikes and walkways instead of cars/trucks
- Making the public feel that they are involved in a meaningful way
- A comprehensive plan encompassing short and long term strategies to improve public transportation
- A reliable, convenient means for citizens to access work and leisure activity.
- More funding for transportation
- Improved rail connectivity to underserved regions.
- Better communication about improving the process

Western MA, March 28, 2017

Actions

Innovative revenue options (8)

Increase funding to regional transit authority to enhance public transportation (7)

Equity and equal access improvements needed – regardless of location; larger service area; variety + affordable (7)

Repair/improve roads/rail/sidewalks/ bridges! (7)

Adequate state contact assist for regional transit authorities (7)

Improve and expand bus services, but first sustain what we already have and have budget grow as promised (6)

Improve and expand rail transit, Springfield -> Boston rail line (6)

Expanded commuter rail connecting Greenfield & Springfield & Points S/N (6)

Dedicated \$ source for RTA (6)

Expanded regional rail, east/west & north/south (6)

Fix existing infrastructure/processes before implementing new ones (5)
 Ped/bike – more funding (5)
 Intermodal transportation and connections (5)
 Blandford/Chester exit on 90 (5)
 Connect development \$ with transportation \$ (housing etc.) (5)
 Introduce shuttle passenger rail, Greenfield – Troy, NY (4)
 Expand BRTA hours + Sunday/holidays (4)
 Expand service hours for BRT buses (4)
 Increase funding (e.g. sustainable and permanent funding sources) (4)
 Walking and biking – build more sidewalks (4)
 Reduce demand for transportation by encouraging telecommuting (4)
 Safer bike lanes (4)
 Improve and expand rail and transit options (4)
 Accessible regional mobility via public transit (hourly service btw hubs, express routes) (4)
 Springfield -> Boston Rail (4)
 East/west commuter rail (West/Boston), connecting big cities (Pittsfield, Springfield, Worcester) + to Amtrak (4)
 Last mile connections / infrastructure + information readily available(what's waiting at the end of the line? Zipcar, bike share, what?) (4)
 Local gas tax (3)
 Increase Ch 90 pool statewide (3)
 Increase subsidies for under resourced residents for choice of transport (3)
 Weekend service – public trans (3)
 Regional equity – formula funding, rural areas at a deficit in funding options. Rural areas = private vehicles needed, city = optional (3)
 If MBTA gets 75%, can we have 25% of funding? (3)
 Improve affordability (3)
 Prioritize safety and repair roads, etc. (3)
 Rail options – expand regional and inter regional (3)
 Continued support (don't just build) and maintenance (3)
 Trains: commuter east + west (3)
 Resilient funding for transportation (3)
 Dedicated funding stream for transportation (3)
 Express bus to Worcester (to Rail) (3)
 "RUber" rural Uber like Quaboag connector (3)
 RTAs connecting to each other (3)
 Edit Ch 90 distribution formula (2)
 Increase rail transit to Boston, NY, + CT (2)
 Incentivize fuel efficient cars (2)
 Public awareness plan so people know what is happening (2)
 Business buy-in: employment and transportation coordination (2)
 Explore non-traditional transit options – i.e. flexible system that fits between fixed

routes + taxes (2)
 Change allocation formula for state funds away from ridership (2)
 Provide later weekday and add weekend services (2)
 Tighter fuel efficiency for cars and fleets (2)
 Repair roads, intersection maintenance in bottleneck areas (2)
 Reduce travel in personal vehicles (2)
 Encourage alternative fuels/fuel efficient vehicles (2)
 Improve/repair roads (2)
 Regional transit improvements to transport more people further (rail) (2)
 Expand public transit and buses (2)
 Inner city rail connect – establish more (2)
 Land development/transportation infrastructure to promote economic development (2)
 Coordinated transportation system through communication tools: app, website, call-in (2)
 Incentives: public transport, fuel efficient cars (2)
 Improve/expand bus service (2)
 Expand/maintain sidewalk networks (and increase Ch. 90 funds) (2)
 Transfer on local BRTA (1)
 Response driven transit (1)
 Improve cost savings/time in project development and construction (1)
 Improve transportation options (multi-modal) (1)
 Develop publicly funded shuttle services (1)
 Chapter 90 = \$ to municipalities for road repairs (1)
 N/S commuter rail (1)
 Remove age restrictions for transportation demand services (1)
 Increase Pioneer Valley commuter rail options (1)
 Increase the number of rail transit stops along Vermonter Amtrak (1)
 Increase east/west transit routes along Amtrak corridor (1)
 Easier, faster to get around (1)
 Less wait time for services, ADA services, para-transit service (1)
 BRT – provide funding (1)
 Multimodal connectivity (1)
 Expanded PUTA evening service (1)
 Driver ed on shared roads with bike roads (1)
 Zoning reform, easier TOD, compact dev (1)
 Passage of regional ballot initiative (1)
 Interstate tolling (1)
 Rt 9 – light rail Noho to Amherst (1)
 Expand bike path network and maintain (clear in winter) (1)

Visions

My vision for the Commonwealth's 21st century transportation system is...

- 25% of sales tax should be distributed to won MBTA regions
- Regional equity for transportation funding
- Transportation should help economic growth by connecting people to jobs / education, and enabling easy transport of services / goods
- People can live where they want, travel only as often as they want, and enjoy transportation
- Urban centric desirable, pedestrian priority accommodation, funding-enhanced revenues, improved distributions of funds to local, carbon footprint tax
- Rebuild existing infrastructure; reinterpret transportation corridors (BRT, OMUs, on-demand services); revitalize our region and economy
- A region where residents can feel safe and inclined to walk, bike or take BRT/rail to their destination
- Establishment and maintenance of a cutting edge transportation system that provides multiple options for all users
- In a state with tremendous wealth and relatively small geographical area, there is no reason why our residents have to rely as heavily on individual motor vehicle travel. We need rail, we need greater bike-ped options, and we need a bus system that makes all income levels interested in utilizing.
- Accessible, affordable, well-designed, inviting, intuitive to use
- Accessible regional mobility via public transit. An efficient, on-time commuter bus / express route system between major activity centers and transportation hubs.
- An integrated system of train, bus, shuttle, carpool, and rideshare / hailing that allows people to know what transport is nearby (and how close) to be able to access it to their destination. It could incorporate a membership option in addition to fee-for-service.
- A cleaner, more affordable and convenient system.
- Maintain and finish working on what we have; increase accessibility to all residents of MA; increase flow of all transportation options
- I envision transportation being an asset and not a hindrance to meaningful and productive lives of all citizens regardless of location and ability.
- High-speed transit to move more people more places, with more choices where to live, work and play.
- It should be easier and faster to get around; fixing roads, and more accessible bikes to be on the road
- Regional transportation equity between Boston and Western Mass. Expanded regional rail service to/from/within our region!
- Expanded rail – East-West; regional equity; better integration of RTA's with rideshare to assist elderly, disabled specifically
- Concentration on developing and investing in our urban, transit-oriented areas.
- Accessible, affordable transportation that promotes economic development for the entire Commonwealth

- Provide more transportation options; better connections; more funding support to make this vision happen
- Multiple modes of “connectivity” transportation that provide access for all citizens, particularly lower-middle income, and that this access provides business and land development to hub towns in Western MA and grows them into gateway cities!!
- A system comprised of rail, sidewalk, bike and car traffic that boosts the economic growth of local business and promotes community activities.
- We need more funding! In order to achieve any goal we need the money. Connections with rail, multimodal transportation connectivity – all of it is needed, not just wanted. HELP!
- More access to multiple trans exit off turnpike in Blandford as gateway to the hill towns
- Fast, frequent passenger trains running East-West and North-South between Boston and Springfield, then to New York and Montreal.
- Boston to Springfield passenger rail, with improved service on the Knowledge Corridor, and bus connections to surrounding areas.
- Mirrors the philosophy of 880 cities – a transportation system that is readily useable and meets the needs of 8 and 80 year olds; true east / west / north / south, etc. connectivity by multimodal; well-funded for improvements, actual safety and maintenance – Complete Streets
- An integrated network that is economical, efficient, effective and user-friendly
- Every resident can get from their front door to anywhere in Mass (and beyond) via public transit - benchmark: should be able to go to/return from Boston in one day from anywhere in the state.
- State-connected high-speed rail (Springfield – Boston in 60-90 minutes, Springfield – New Haven, Springfield to Pittsfield); better bike network; bike-ride trains; more sidewalks; Transit-Oriented Development along transit routes (more dense development)
- Carsharing autonomous vehicles with successful population modal shift away from car ownership
- Ease of rail commute; North-South from Hartford to Greenfield and East-West from Springfield to Worcester to Boston to Logan Airport; connecting with local light rail
- Dedicated forward funding for RTAs
- East-West High Speed Rail. Boston/Worcester/Springfield. Hits all positive points: reduces wear and tear on the roads, affordable housing, reduces carbon footprint
- More money available for transportation projects including mass transit, sidewalks and road repair
- Better connectivity by bus service between cities and towns
- Equity; sustainable economic growth; roads that don’t strangle cities; tie major transit investments to land use (NO parking garages on Main Street)
- Much better transit and rail, r.e.: convenience, expanded service, reliability. And fund this with big hikes in state taxes and fees, also local ballot options becoming legal

- Accessible, affordable, use technology to 1) enhance efficiency and 2) reduce need for transportation (tele-commute); light rail connections and corridors. Rail-connecting Springfield and Boston.
- East-West Rail is a must!
- Public ways acting as true public spaces, where people mix for many purposes and with diverse vehicles or no vehicles.
- Transportation funds are shared in greater and fairer proportion to mode and regional transit authorities receive their fair share.
- Being picked up in front of my home and driven to the job at a minimal price, complete comfort and least amount of effort.
- In Franklin County, I would like to see public transportation in more conversations and get more community actions and support
- Zero-carbon multimodal transportation system that serves everyone regardless of income, etc.; use new technology to offer flexible transit options; use electric vehicles and make the electricity locally = job creation/economic development
- Create a reliable revenue stream for infrastructure repairs. Create rail shuttle service from Greenfield through Charlemont, North Adams, Bennington (VT), to Troy/Albany (NY), to give our residents the ability to continue to live in the Berkshires and work elsewhere. Give counties a local gas tax option to be exclusively used for roads/bridges/culverts, distributed by D.O.R. by either population or number of registered vehicles in each town. Create an interstate transportation effort to cooperate with New York and Vermont, which could expand our opportunities and economic revival.
- A network that is connected, accessible, equitable, and provides safe, multimodal options that increase the quality of life for everyone.
- A regionally equitably funded system. Low cost, dependable, timely public transportation is as vital for rural communities as it is for Boston.
- When funding is increased there is a need to insure that cost savings are identified and projects are implemented in a cost-effective manner. Need to keep costs down.
- Ease of transportation at a flexible and affordable rate.
- Broader options for public transportation (rail and bus, primarily) that is inexpensive and runs frequently and that connects the counties to each other.
- Accessible, affordable, green, flexible
- Long hours of service and affordable
- Businesses working with transit in developing routes and work schedules to maximize options for employment and transit use!
- Working remotely/ from home should appear as an option for reducing VMT; more transit, less reliance on personal vehicles; better accommodation of bicyclists and pedestrians

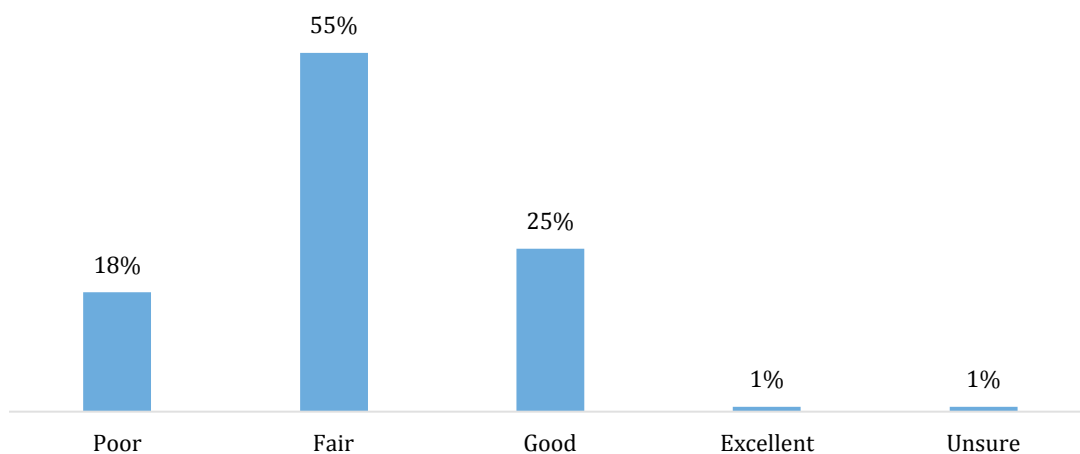
Appendix D: Online Survey of Commonwealth Conversations Attendees

An online poll was conducted of people who attended the Commonwealth Conversations evening sessions with the state Senators but who were not able to attend any of the regional *MassMoves* workshops during the day. All told approximately 700 people were invited to take the online poll, and 144 responded. Note that those who participated online did not have the benefit of participating in the interactive regional workshops, including the informative background presentations or the discussions with other participants about most of the topics prior to the polling.

Condition of Transportation System

Online respondents believed strongly that Massachusetts transportation system is not in very good shape, with 55 percent rating it as “fair” and 18 percent rating it as “poor.” Only 26 percent rated it as “good” or “excellent.” This is similar to the regional workshop, where 50 percent rated it fair and 31 percent rated it as poor.

Figure D.1: Condition of Statewide Transportation System (Online Survey)

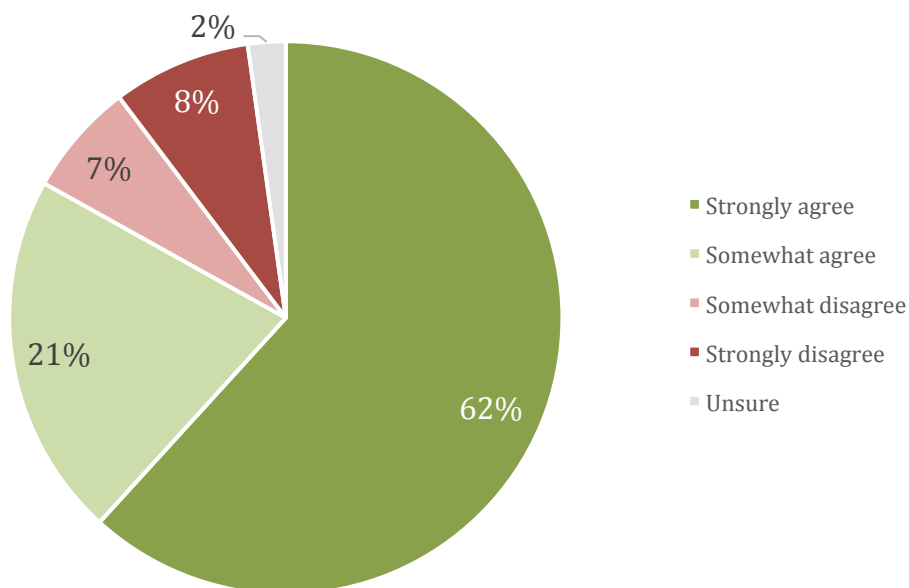


Call for Action

Online respondents also overwhelmingly agreed with the statement that ***“A much better transportation system for everybody should be an even higher priority for our elected officials than it is today,”*** with 62 percent strongly agreeing, 21 percent somewhat agreeing, 15 percent disagreeing, and 2 percent unsure. This is a strong response, but it is a bit weaker than what was seen at the regional workshops. There, 72 percent strongly agreed with the statement, and

22 percent agreed somewhat. The 62 percent strongly agreeing in the online survey put it tied for the lowest figure among the nine regional workshops. This is perhaps understandable given that workshop participants were self-selecting for a session specific to transportation, while the online respondents had attended a more general session with state senators that had no issue-based topic.

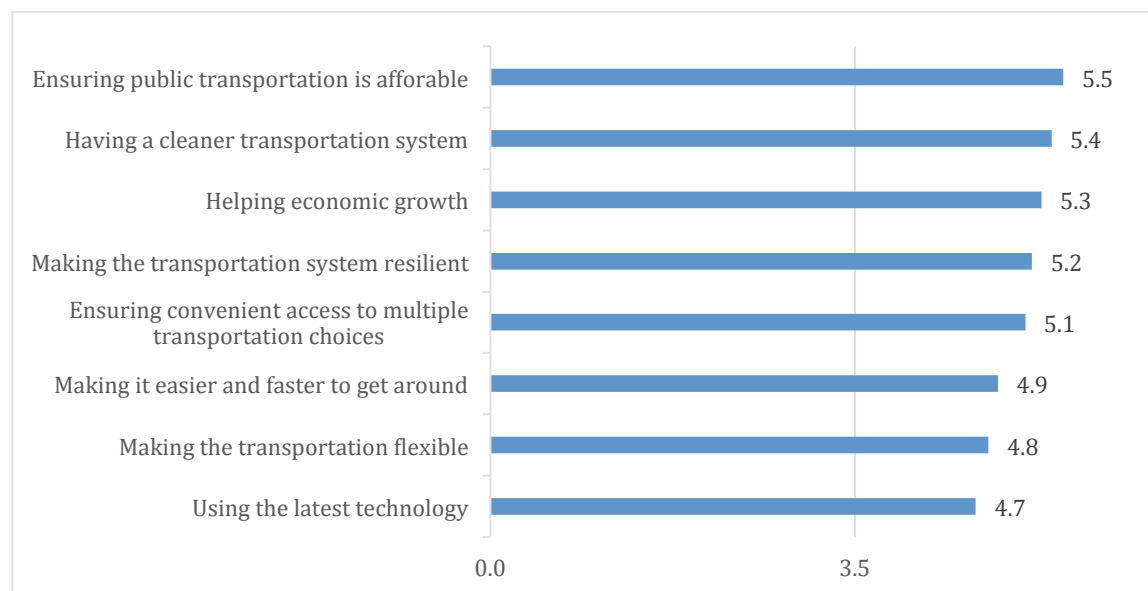
Figure D.2: Agree/Disagree: “A much better transportation system for everybody should be an even higher priority for our elected officials than it is today.” (Online Survey)



Statewide Goals

As in the regional workshops, all of the goals for a 21st-century transportation system were deemed important, with mean ratings above the 3.5 mid-point on a scale of 1-6. However, the online respondents' top three goals differed somewhat from those of the regional workshop participants. The online respondents' top three goals were, in order, **affordable, cleaner, and supporting economic growth**. For the regional workshops the two most important goals were economic growth and affordability. This was followed by a virtual tie among three different goals in the regional workshops—making it easier and faster to get around; having convenient access to multiple transportation choices; and having a cleaner transportation system.

Figure D.3: Massachusetts 21st Century Transportation Goal Priorities (Online Survey)
(Scale 1=Not Important; 6=Extremely Important; Mid-point 3.5)



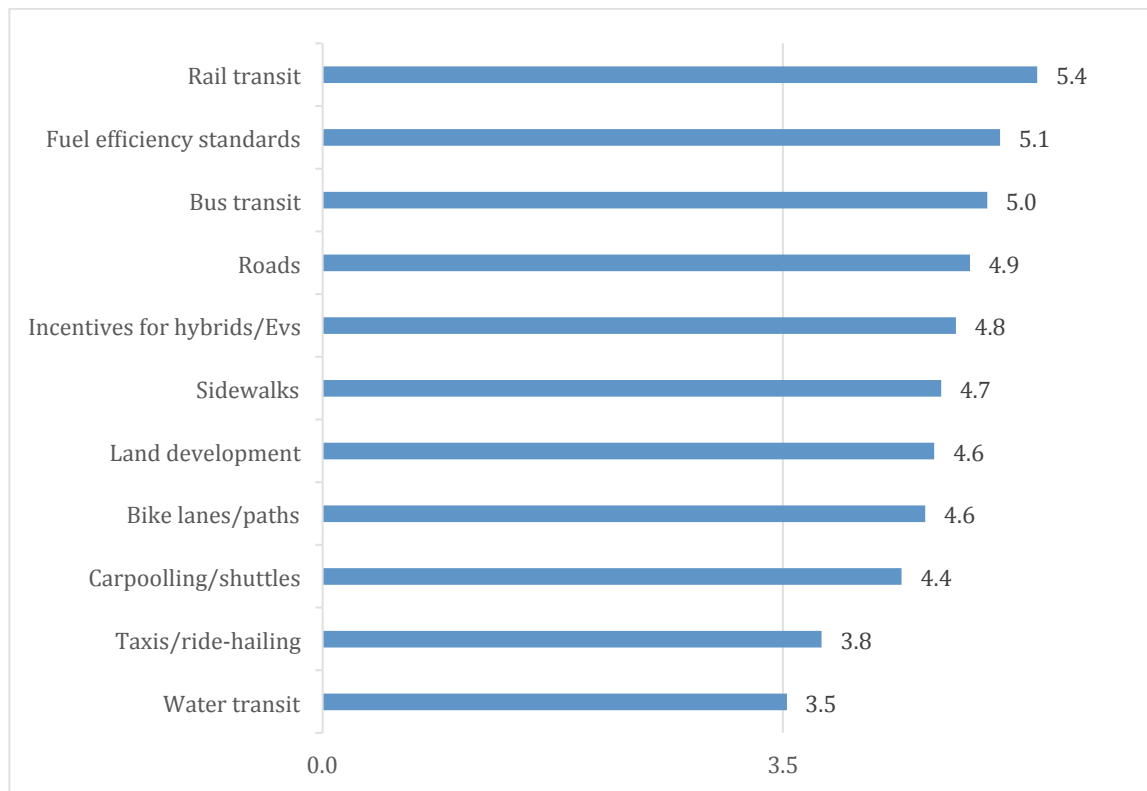
Statewide Actions

Overall, all eleven potential actions were rated as important by the online participants with means of 3.5 or higher.

The most important statewide action was **improving and expanding rail transit** (5.4). The next most important cluster of actions were tighter **fuel efficiency standards** (5.1); improving and expanding **bus service** (5.0); repairing **roads, bridges, and tunnels** (4.9); incentives for **more fuel efficient cars** (4.8); sidewalks and paths to encourage **walking** (4.7); and encouraging **land development** to facilitate walking, biking, and transit; and **bike lanes** and **paths** (each 4.6). Somewhat less highly ranked, but still important were **carpooling and shuttle services** (4.4); **ride services** like taxis, ZipCar, Uber, and Lyft (3.8); and **water transportation** (3.5). The most significant differences from the regional workshop participants was that fuel efficiency standards and incentives for more fuel efficient cars fared better among the online participants and land developed fared worse.

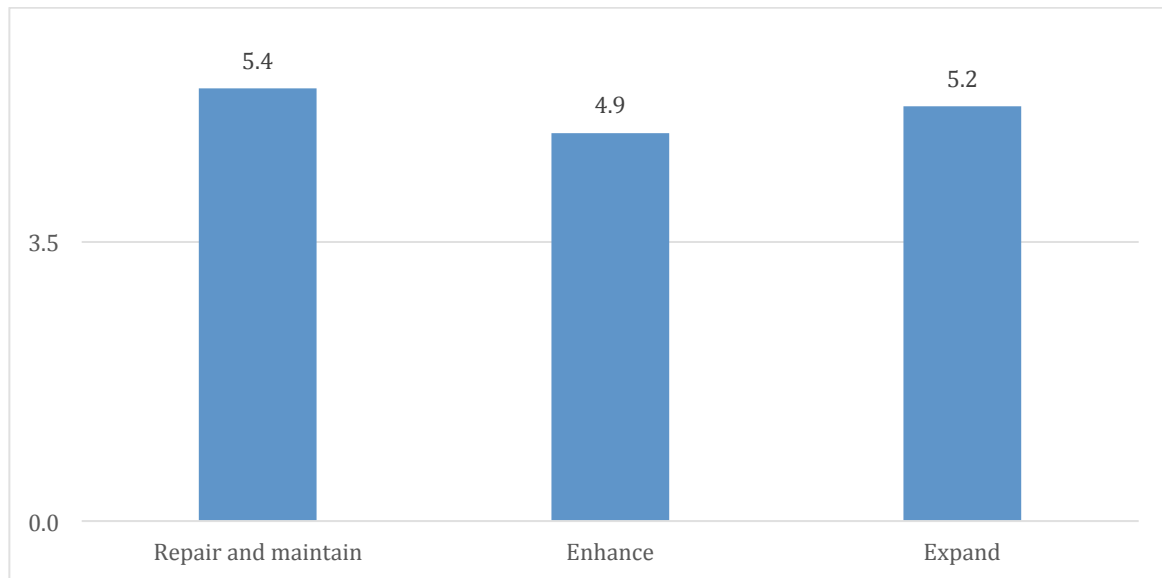
Figure D.4: Statewide Actions for 21st-Century Sustainable Transportation System (Online Survey)

(Scale 1=Not Important; 6=Extremely Important; Mid-point 3.5)



As Figure D.5 shows, there was strong support for all three strategies for the public transit system. Repairing and maintaining the public transit system was rated the highest (5.4), as might be expected. Expanding the public transit system to serve more people and places polled slightly higher (5.2) than enhancing existing services with greater frequencies and longer service hours (4.9). This is the same prioritization as in the regional workshops with slightly different numbers (repair/maintain (5.6), expand (5.3), and enhance (5.1)).

Figure D.5: Statewide Public Transit System Strategy (Online Survey)
(Scale 1=Not Important; 6=Extremely Important; Mid-point 3.5)



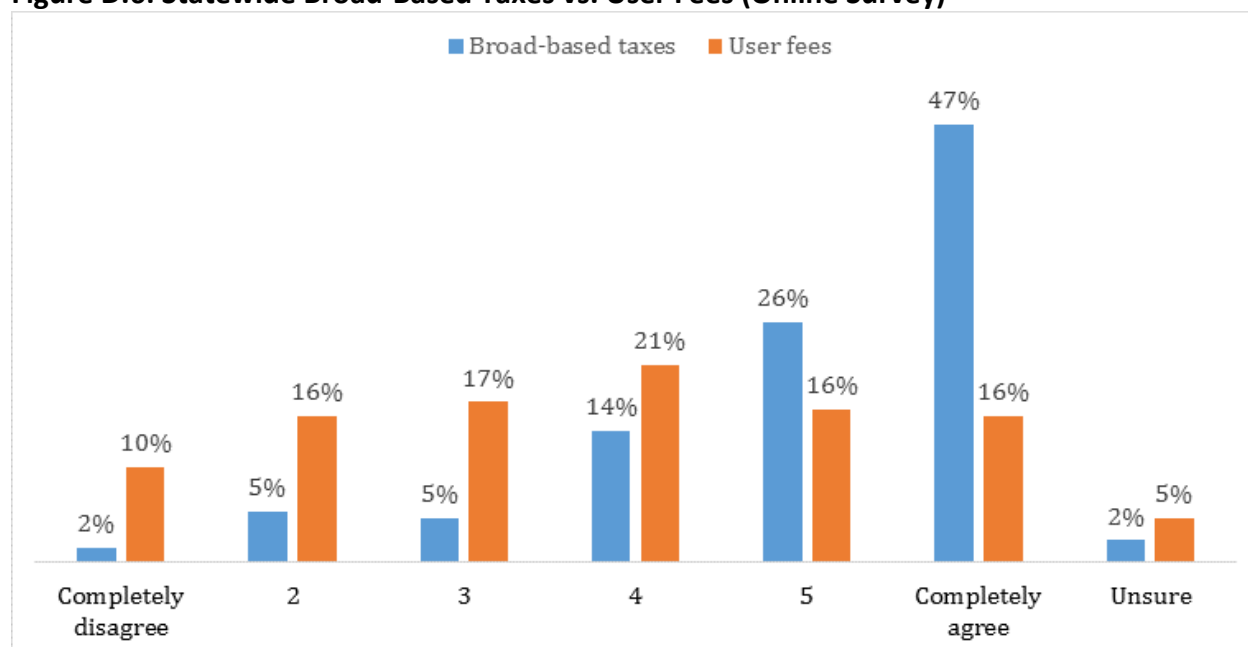
Statewide Funding

Online participants were asked about their level of agreement with two statements regarding the major sources of funding for transportation in Massachusetts:

- *Everyone benefits from the transportation system, so everyone should pay their fair share for it, through broad general taxes (e.g., income tax)*
- *People should pay for transportation based on how much they use the transportation system (e.g., tolls, transit fares)*

Among the online participants there was more support than not for both types of funding for transportation. However, as shown in Figure D.6 the broad-based taxes fared much better with 87 percent supportive (rating it 4-6) compared to 53 percent for user fees. This is a significantly more pronounced difference than in the regional workshops, where participants favored broad-based taxes at 70 percent and user fees at 62 percent.

Figure D.6: Statewide Broad-Based Taxes vs. User Fees (Online Survey)



When we asked the online participants whether they thought that ***cities and regions should be able to choose their own transportation projects and raise local money for them***, the results were much more mixed than in the regional workshops. Only 52 percent of online participants were supportive of this statement, and the mean was right in the middle at 3.5 compared to 4.8 in the regional workshops combined (and the range among the nine regional workshops of 4.6 to 5.0).

Finally, we asked the workshop participants whether they completely agreed or disagreed with the following two statements:

- *State funds raised for transportation should be locked in for transportation and not used for any other purpose*
- *Specific transportation projects should be listed publicly and ranked by specific criteria, so citizens and businesses will know exactly what will be funded*

Both of these ideas proved similarly popular, with 82 percent of workshop participants rating the “locking in” concept a 5 or 6, and 79 percent rating the “project list” concept the same. This result is in some contrast to the regional workshops, where “locking in” received more support at 87 percent than the “project list” at 73 percent.

Policy Priorities

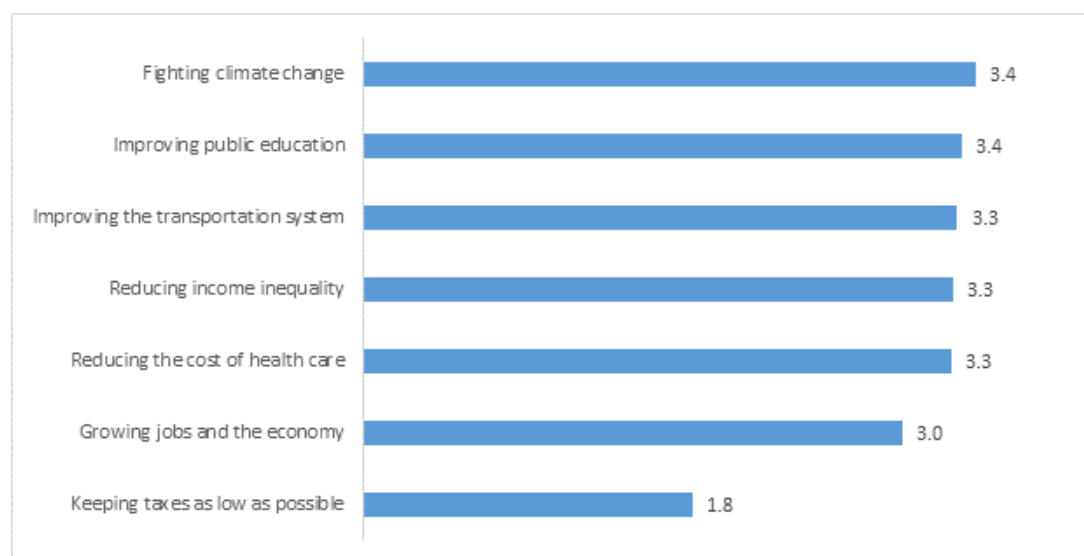
Respondents were asked an additional question rating the priority of transportation alongside other current policy issues facing the Commonwealth, including climate change, public education, income inequality, health care costs, growing jobs and the economy, and keeping

taxes as low as possible. Most of these policy issues were tightly clustered around the same average score, in the low to mid 3's, although there was more variation in the percentage of respondents thinking each issue should be a "top priority" for the Commonwealth.

Transportation ranked third based on its average score (3.3), and fourth in terms of the share thinking it should be a top priority (58%). Fighting climate change and improving public education had a higher average score (3.4). More than four-fifths (82%) think climate change should be a top priority for the commonwealth, and nearly two-thirds (64%) thought the same of education. Even more thought reducing income inequality should be a top priority (67%), which was tied with transportation on average score.¹⁴

Figure D.7: Issue Priorities (Online Survey)

How much of a priority should each of these issues be for elected leaders in state government?
(Scale 1=Not a priority; 4=Top priority)



¹⁴ The primacy of climate change among this group of respondents may explain some of the differences between the online survey responses and the workshops on other survey questions. Online survey respondents rated the climate change goal for the transportation system more highly than did the workshops, and they favored tighter fuel efficiency standards as an action to help achieve that goal.

MassMove Online Survey: Topline Results

How do you get around most of the time? Please select up to three options.

	Count	Percentage
Drive alone	111	78%
Carpool with others	25	18%
Ride the bus	14	10%
Ride the subway	38	27%
Ride the commuter rail or ferry	19	13%
Take a taxi	1	1%
Use ride-hailing apps like Uber or Lyft	10	7%
Use a shuttle service	1	1%
Ride a bike	12	8%
Walk	51	36%

Below are several issues facing state government. For each please indicate how much of a priority that issue ought to be for elected leaders in state government.

		Not a priority	Minor priority	Major priority	Top priority	Unsure
Improving public education	Count	2	10	62	64	0
	Percentage	1%	7%	45%	46%	0%
Reducing the cost of health care	Count	1	13	66	57	1
	Percentage	1%	9%	48%	41%	1%
Improving the transportation system, including all roads, bridges, tunnels, bike paths, and public transportation (trains, subways, buses & ferries)	Count	0	11	69	58	0
	Percentage	0%	8%	50%	42%	0%
Reducing income inequality	Count	5	14	49	67	3
	Percentage	4%	10%	36%	49%	2%
Growing jobs and the economy	Count	1	24	82	30	1
	Percentage	1%	17%	59%	22%	1%
Keeping taxes as low as possible	Count	55	57	16	9	1
	Percentage	40%	41%	12%	7%	1%
Fighting climate change	Count	5	11	40	82	0
	Percentage	4%	8%	29%	59%	0%

Overall, how would you rate the quality of the transportation system in Massachusetts, meaning all roads, bridges, tunnels, bike paths, and the public transportation (trains, subways, buses & ferries) system?

	Count	Percentage
Poor	25	18%
Fair	75	55%
Good	34	25%
Excellent	1	1%
Unsure	1	1%

How much do you agree or disagree with the following statement: A much better transportation system for everybody should be an even higher priority for our elected officials than it is today?

	Count	Percentage
Strongly agree	84	62%
Somewhat agree	29	21%
Somewhat disagree	9	7%
Strongly disagree	11	8%
Unsure	3	2%

How important should each of the following goals be in a 21st century vision for transportation in Massachusetts? Please rate each on a scale of 1 to 6, where 1 means the action is not at all important and a 6 means it is extremely important.

		1 - Not at all important	2	3	4	5	6 - Extremely important	Unsure
It should be easier and faster to get around, whether by car, public transportation, walking, or biking.	Count	2	5	11	24	39	52	2
	Percentage	1%	4%	8%	18%	29%	39%	1%
Transportation should be cleaner, producing far fewer greenhouse gases and other types of pollution than it does today.	Count	1	1	6	12	32	83	0
	Percentage	1%	1%	4%	9%	24%	61%	0%
Public transportation should be affordable to those who need it most.	Count	0	4	3	8	26	93	1
	Percentage	0%	3%	2%	6%	19%	69%	1%
No matter their age, income, race or where they live, residents should have convenient access to multiple transportation choices.	Count	0	7	5	19	36	68	0
	Percentage	0%	5%	4%	14%	27%	50%	0%
Our transportation network should be flexible enough to keep up with changes in the economy and how people want to get around.	Count	1	2	11	33	50	36	2
	Percentage	1%	1%	8%	24%	37%	27%	1%
Our transportation network should be resilient, meaning it can bounce back from severe weather and changes to the region's climate.	Count	0	4	7	11	49	64	0
	Percentage	0%	3%	5%	8%	36%	47%	0%
Transportation should help economic growth by connecting people to jobs and education, and enabling easy transport of goods and services.	Count	1	3	4	14	38	74	1
	Percentage	1%	2%	3%	10%	28%	55%	1%
Our transportation network should use the latest technology to manage traffic and provide real-time information to help residents plan their trips.	Count	3	5	14	34	36	43	0
	Percentage	2%	4%	10%	25%	27%	32%	0%

In terms of creating a 21st century transportation system, how important should each of the following actions be? Please rate each on a scale of 1 to 6, where 1 means the action is not at all important, and a 6 means it is extremely important.

		1 - Not at all important	2	3	4	5	6 - Extremely important	Unsure
Improve and expand rail transit, including subways, trolleys, and commuter and intercity trains.	Count	2	1	4	10	27	84	2
	Percentage	2%	1%	3%	8%	21%	65%	2%
Improve and expand bus service, including local and intercity buses, and bus rapid transit (BRT).	Count	2	3	4	22	42	53	4
	Percentage	2%	2%	3%	17%	32%	41%	3%
Improve and expand water transportation, like ferries, along the coast.	Count	10	18	33	28	20	11	10
	Percentage	8%	14%	25%	22%	15%	8%	8%
Build more sidewalks and paths to encourage walking.	Count	4	6	12	26	36	45	1
	Percentage	3%	5%	9%	20%	28%	35%	1%
Build more and safer bike lanes and paths, and promote shared bike programs to encourage more bicycling.	Count	7	8	18	14	36	47	0
	Percentage	5%	6%	14%	11%	28%	36%	0%
Encourage land development so more people can walk, bike, or take transit to work, school, or run errands.	Count	5	5	12	23	34	40	11
	Percentage	4%	4%	9%	18%	26%	31%	8%
Encourage more carpooling and shuttle services, to reduce driving alone.	Count	4	5	18	38	38	27	0
	Percentage	3%	4%	14%	29%	29%	21%	0%
Encourage ride services like taxis, Zipcar, Uber, and Lyft to enable people to live with no or fewer cars.	Count	14	9	24	38	22	18	5
	Percentage	11%	7%	18%	29%	17%	14%	4%
Provide incentives to drivers to purchase more fuel efficient cars, including hybrids and electric vehicles.	Count	4	7	10	25	22	58	4
	Percentage	3%	5%	8%	19%	17%	45%	3%
Support tighter fuel efficiency standards for cars, at the state and national level.	Count	2	2	6	26	22	71	1
	Percentage	2%	2%	5%	20%	17%	55%	1%
Repair roads, tunnels, and bridges to reduce traffic congestion and wear and tear on cars.	Count	3	4	10	21	38	54	0
	Percentage	2%	3%	8%	16%	29%	42%	0%

Please rate the following 3 statements on how important you think each is on a scale from 1-6.

		1 - Not at all important	2	3	4	5	6 - Extremely important	Unsure
We should repair and maintain it.	Count	1	0	5	15	24	83	1
	Percentage	1%	%	4%	12%	19%	64%	1%
We should make it run more often and longer hours, so more people can use it.	Count	3	1	11	35	21	55	3
	Percentage	2%	1%	9%	27%	16%	43%	2%
We should expand it to serve more people and places.	Count	2	1	9	16	29	70	2
	Percentage	2%	1%	7%	12%	22%	54%	2%

Let's assume that the Commonwealth goes forward with a vision for a 21st century transportation system including all roads, bridges, tunnels, bike paths, and public transportation (trains, subways, buses & ferries). Here are some statements about how that system should be paid for. Please rate each according to how much you agree with that statement, where 1 means you completely disagree and 6 means you completely agree.

		1 - Completely disagree	2	3	4	5	6 - Completely agree	Unsure
Everyone benefits from the transportation system, so everyone should pay their fair share for it, through broad general taxes (e.g. income tax).	Count	2	7	6	18	33	60	3
	Percentage	2%	5%	5%	14%	26%	47%	2%
People should pay for transportation based on how much they use the transportation system (e.g. tolls, transit fares).	Count	13	20	22	27	21	20	6
	Percentage	10%	16%	17%	21%	16%	16%	5%
Cities and regions should be able to choose their own transportation projects and raise local money for them.	Count	18	14	23	26	21	12	15
	Percentage	14%	11%	18%	20%	16%	9%	12%
State funds raised for transportation should be locked in for transportation and not used for any other purpose.	Count	2	1	4	15	28	69	10
	Percentage	2%	1%	3%	12%	22%	53%	8%
Specific transportation projects should be listed publicly and ranked by specific criteria, so citizens and businesses will know exactly what will be funded.	Count	3	2	8	13	35	61	7
	Percentage	2%	2%	6%	10%	27%	47%	5%

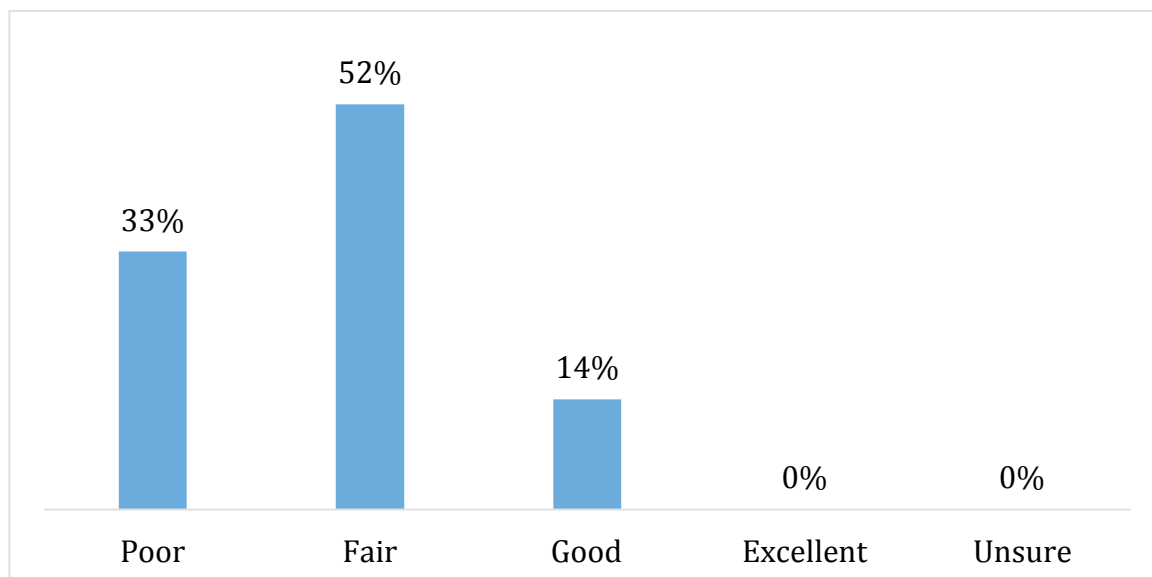
Appendix E: Business Leader Workshop

A workshop was held for business leaders at the Federal Reserve Bank in Boston on May 18, 2017. This workshop was organized by A Better City who invited business leaders both from Greater Boston and across the Commonwealth. Over 40 business leaders participated in the workshop.

Condition of Transportation System

Business leaders believe strongly that Massachusetts transportation system is not in very good shape, with 52% rating it as “fair” and 33% rating is as “poor.” Only 14% rated it as “good” and no one rated it as “excellent.” This result is similar to what we observed in the regional workshops, where 50% of participants rated it as “fair” and 31 percent rated it as “poor.”

Figure E.1: Condition of Statewide Transportation System (Business Leaders)



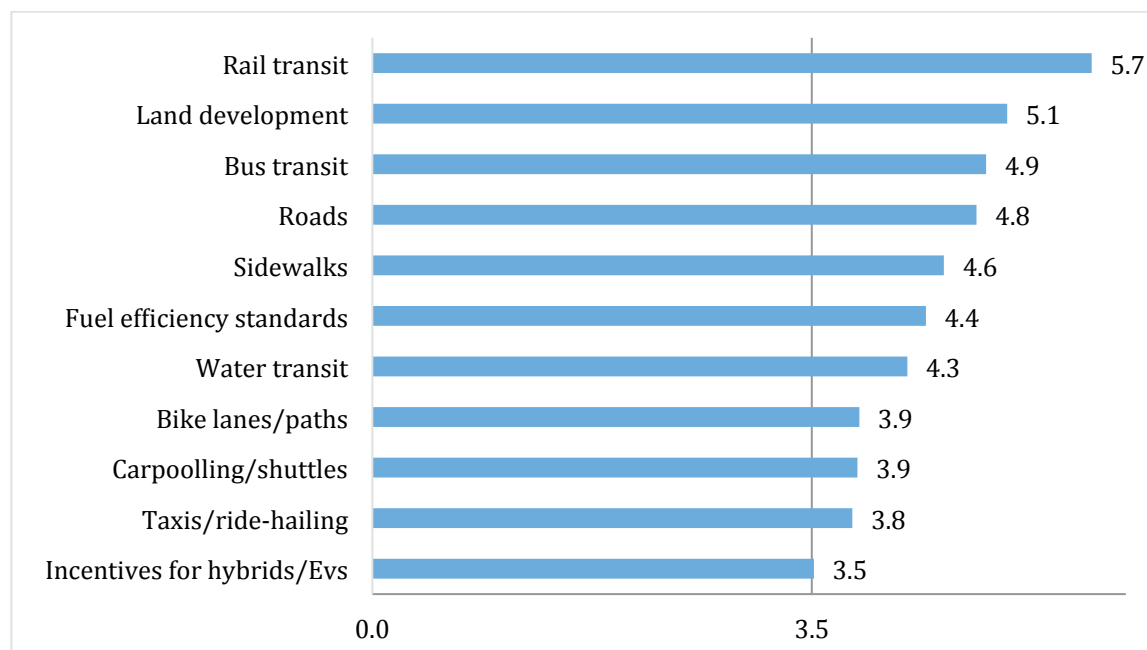
Statewide Actions

The *MassMoves* team presented the same background information related eleven potential statewide actions as were presented at the regional workshops, and then the business leaders discussed the different actions in small groups. We then polled the business leaders on the statewide actions. Overall, all eleven potential actions were rated as important by workshop participants with means of 3.5 or higher.

The most important statewide action for the business leaders was **improving and expanding rail transit** (5.7), which scored even higher than in the regional workshops, where it was ranked as the most important action. The next most important was encouraging **land development** to facilitate walking, biking, and transit (5.1). This was followed closely by improving and expanding **bus service** (4.9) and repairing **roads, bridges, and tunnels** (4.8). The next batch of priorities included sidewalks and paths to encourage **walking** (4.6); **tighter fuel efficiency standards** (4.4) and **water transportation** (4.3).

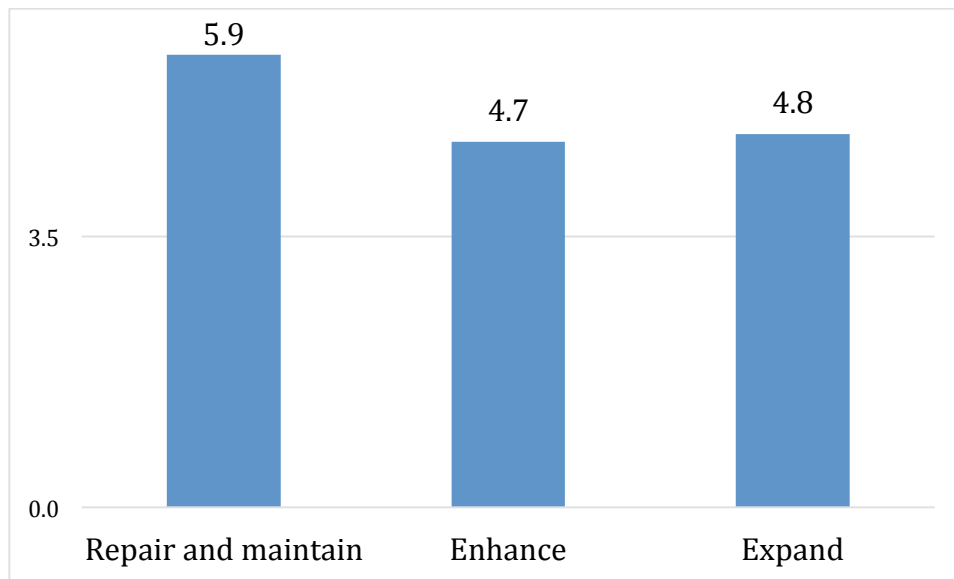
The least important statewide actions (but still at or above the midpoint of 3.5) included incentives for **more fuel efficient cars** (3.5); **ride services** like taxis, ZipCar, Uber, and Lyft (3.8); and **bike lanes and paths** and **carpooling and shuttle services** (each with 3.9). The most significant difference from the regional workshops was that water transportation fared better among the business leaders and fuel efficiency incentives fared worse.

Figure E.2: Statewide Actions for 21st Century Sustainable Transportation System (Business Leaders)



As Figure E.3 shows, there was strong support for all three strategies for the public transit system. Repairing and maintaining the public transit system was rated the highest (5.9), as might be expected. Expanding the public transit system to serve more people and places polled slightly higher (4.8) than enhancing existing services with greater frequencies and longer service hours (4.7). This is the same prioritization as the Regional Workshop participants but with higher support for repairing and maintaining (5.6 in regional workshops), and lower support for expanding service and enhancing service (5.3 and 5.1 respectively in the regional workshops).

Figure E.3: Statewide Public Transit System Strategy, mean scores (Business Leaders)



Statewide Funding

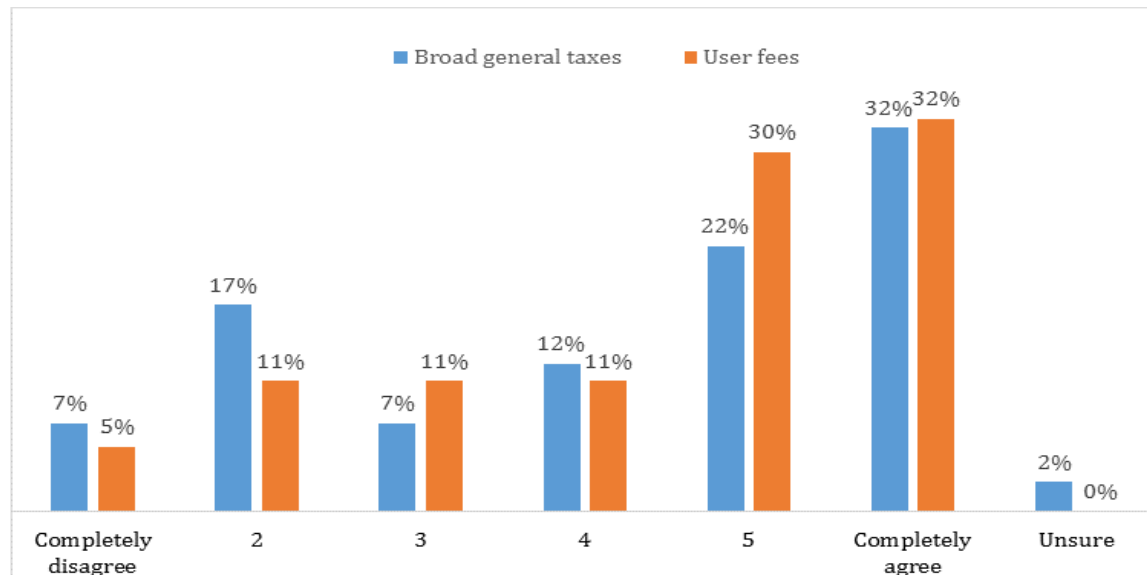
In the business leader workshop, the *MassMoves* team presented an abbreviated version of the background information on funding presented at the regional workshops. However, we then asked the business leaders to discuss the different funding-related issues in small groups (which we did not have time to do in the regional workshop) prior to polling them on statewide funding issues.

Business leaders were asked about their level of agreement with two statements regarding the major sources of funding for transportation in Massachusetts:

- *Everyone benefits from the transportation system, so everyone should pay their fair share for it, through broad general taxes (e.g., income tax)*
- *People should pay for transportation based on how much they use the transportation system (e.g., tolls, transit fares)*

Among the business leaders there was more support than not for both types of funding for transportation. However, as shown in Figure E.4 the user fees fared better than broad based taxes. Nearly three-quarters (73%) supported user fees (rating it 4-6), compared to two-thirds (66%) favoring broad based taxes. This is the inverse of the regional workshops, where 70 percent favored broad-based taxes and 62 percent favored user fees.

Figure E.4: Statewide Broad-Based Taxes vs. User Fees (Business Leaders)



When we asked the business leaders whether they thought that *cities and regions should be able to choose their own transportation projects and raise local money for them*, the results were more mixed than in the regional workshops. Among the business leaders, 73% were supportive, and the mean was 4.6 compared to a slightly higher mean of 4.8 at the regional workshops. Still, this was a higher average figure than either broad-based taxes or user fees received from this group.

Finally, we asked the workshop participants whether they completely agreed or disagreed with the following statement: *State funds raised for transportation should be locked in for transportation and not used for any other purpose*. This idea proved very popular with the business leaders as shown in Figure F.6, with 85% of workshop participants rating it a 5 or 6. This result is nearly identical to the regional workshops, where 87% rated it a 5 or 6.

MassMoves Business Leader Workshop Keypad Polling: Topline Results

How do you get around most of the time? Please select up to three options.

	Count	Percentage
Drive alone	27	60%
Carpool with others	0	0%
Ride the bus	5	11%
Ride the subway	21	47%
Ride the commuter rail or ferry	10	22%
Take a taxi	3	7%
Use ride-hailing apps like Uber or Lyft	8	18%
Use a shuttle service	1	2%
Ride a bike	3	7%
Walk	26	58%

Overall, how would you rate the quality of the transportation system in Massachusetts, meaning all roads, bridges, tunnels, bike paths, and the public transportation (trains, subways, buses & ferries) system?

	Count	Percentage
Poor	14	33%
Fair	22	52%
Good	6	14%
Excellent	0	0%
Unsure	0	0%

In terms of creating a 21st century transportation system, how important should each of the following actions be? Please rate each on a scale of 1 to 6, where 1 means the action is not at all important, and a 6 means it is extremely important.

		1 - Not at all important	2	3	4	5	6 - Extremely important	Unsure
Improve and expand rail transit, including subways, trolleys, and commuter and intercity trains.	Count	0	0	0	0	11	29	0
	Percentage	0%	0%	0%	0%	28%	73%	0%
Improve and expand bus service, including local and intercity buses, and bus rapid transit (BRT).	Count	1	1	2	6	12	13	1
	Percentage	3%	3%	6%	17%	33%	36%	3%
Improve and expand water transportation, like ferries, along the coast.	Count	0	6	6	12	9	10	0
	Percentage	0%	14%	14%	28%	21%	23%	0%
Build more sidewalks and paths to encourage walking.	Count	2	1	6	9	8	14	0
	Percentage	5%	3%	15%	23%	20%	35%	0%
Build more and safer bike lanes and paths, and promote shared bike programs to encourage more bicycling.	Count	4	4	7	9	10	6	0
	Percentage	10%	10%	18%	23%	25%	15%	0%
Encourage land development so more people can walk, bike, or take transit to work, school, or run errands.	Count	1	0	2	8	9	18	1
	Percentage	3%	0%	5%	21%	23%	46%	3%
Encourage more carpooling and shuttle services, to reduce driving alone.	Count	1	5	13	3	7	7	0
	Percentage	3%	14%	36%	8%	19%	19%	0%
Encourage ride services like taxis, Zipcar, Uber, and Lyft to enable people to live with no or fewer cars.	Count	2	5	5	18	4	5	0
	Percentage	5%	13%	13%	46%	10%	13%	0%
Provide incentives to drivers to purchase more fuel efficient cars, including hybrids and electric vehicles.	Count	2	7	11	8	5	4	1
	Percentage	5%	18%	29%	21%	13%	11%	3%
Support tighter fuel efficiency standards for cars, at the state and national level.	Count	3	1	6	7	8	12	0
	Percentage	8%	3%	16%	19%	22%	32%	0%
Repair roads, tunnels, and bridges to reduce traffic congestion and wear and tear on cars.	Count	3	1	1	6	16	15	0
	Percentage	7%	2%	2%	14%	38%	36%	0%

Please rate the following 3 statements on how important you think each is on a scale from 1-6.

		1 - Not at all important	2	3	4	5	6 - Extremely important	Unsure
We should repair and maintain it.	Count	0	0	0	0	6	34	0
	Percentage	0%	0%	0%	0%	15%	85%	0%
We should make it run more often and longer hours, so more people can use it.	Count	1	2	3	10	5	16	0
	Percentage	3%	5%	8%	27%	14%	43%	0%
We should expand it to serve more people and places.	Count	4	0	4	3	15	19	0
	Percentage	9%	0%	9%	7%	33%	42%	0%

Let's assume that the Commonwealth goes forward with a vision for a 21st century transportation system including all roads, bridges, tunnels, bike paths, and public transportation (trains, subways, buses & ferries). Here are some statements about how that system should be paid for. Please rate each according to how much you agree with that statement, where 1 means you completely disagree and 6 means you completely agree.

		1 - Complete ly disagree	2	3	4	5	6 - Complete ly agree	Unsure
Everyone benefits from the transportation system, so everyone should pay their fair share for it, through broad general taxes (e.g. income tax).	Count	3	7	3	5	9	13	1
	Percentage	7%	17%	7%	12%	22%	32%	2%
People should pay for transportation based on how much they use the transportation system (e.g. tolls, transit fares).	Count	2	4	4	4	11	12	0
	Percentage	5%	11%	11%	11%	30%	32%	0%
Cities and regions should be able to choose their own transportation projects and raise local money for them.	Count	2	3	5	3	10	16	1
	Percentage	5%	8%	13%	8%	25%	40%	3%
State funds raised for transportation should be locked in for transportation and not used for any other purpose.	Count	1	0	0	3	8	25	2
	Percentage	3%	0%	0%	8%	21%	64%	5%



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