



CAPE COD  
COMMISSION

2012 REGIONAL TRANSPORTATION PLAN  
Appendix: Summary of Changes to Public  
Draft and Comments Received

Endorsed  
August 22, 2011





## **Table of Contents**

- **Summary of Changes to Public Draft**
- **Comments Received on Public Draft**



## **General**

- Document referred to as “2012” RTP
  - Reformatting (typeface, footers, etc. to conform to CCC style guide)
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## **Chapter 1 – Goals & Objectives**

### **Section 1.1 Transportation Planning Process**

Add discussion of role of Unified Planning Work Program (UPWP) in the transportation planning process.

#### **Section 1.2.1 Meetings**

Insert date of Public Meeting (August 16, 2011)

#### **Section 1.3 Livability**

Include text emphasizing US DOT support for Livability. Add indicators of MPO-endorsed Livability projects to the list in Table 3 (Section 1.5.1)

#### **Section 1.4 Goals of the 2012 Plan – Section 1.4.1 Safety and Security**

Included text at end of section to strengthen connection to Massachusetts’ *Strategic Highway Safety Plan*

#### **Section 1.4.5 Environmental Protection**

Included language describing GreenDOT policy

#### **Section 1.5.1 Transportation Projects since the 2007 Plan**

- Corrected text to match total costs in Table 3
- Add indicators of MPO-endorsed Livability projects to the list in Table 3.

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## **Chapter 2 – Existing Conditions**

### **Section 2.1 - Land Use & Environment**

Modify section 2.1.7 Greenhouse Gas (GHG) impacts (due to unavailable data)

### **Section 2.2 - Roadways**

- Section 2.2.6 Pavement Management – modify text to identify pavement condition improvement given investment limited by financial constraint
- Section 2.2.12 U.S. Route 6 – Replace “MHD” with MassDOT
- Table 4 – formatting of parentheses

### **Section 2.7 – Cape Cod Canal Area**

Emphasize fact that current year-round traffic levels exceed that of peak summer conditions of a couple of decades ago.

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## **Chapter 3 - Safety**

### **Section 3.3.3 – Coordination with Massachusetts’ Strategic Highway Safety Plan (SHSP)**

- Included SHSP list of “Emphasis Areas” to strengthen connection between RTP & SHSP.
- Reference in Figure 5 to MassDOT Highway Division

### **Section 3.3.4 Policies & Strategies**

Identified with asterisk items that support SHSP Emphasis Areas.

### **Section 3.4 Roadway Safety Audits (RSAs)**

Included note that the RSAs were borne directly from the U.S. DOT & MassDOT's Highway Safety Improvement Program (HSIP). This program was formally created by the federal transportation legislation (SAFETEA-LU) and these efforts are intended to align the use of data to identify the most serious safety deficiencies responsible for fatal accidents and serious injuries.

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## **Chapter 4 – Security**

### **Section 4.2 – Public Transportation Security**

Included Cape Cod RTA implementation of items on list of “Top 20 Security Program Action Items for Transit Agencies.”

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## **Chapter 5 – Bike & Pedestrian Issues**

Introduction: Sentence fragment corrected regarding “Cape Cod Bikeways”

### **Section 5.4.2 – Improvements to Existing Facilities**

Added text summarizing public process for project selection

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## **Chapter 7 – Analysis of Alternatives**

Updates to Tables 2, 3, and 4 listing state totals of population, employment, and housing forecasts & supporting discussion

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## **Chapter 8 – Recommendations and Financial Plan**

- Completed & corrected financial information in Tables 1-5, including percentage totals of categories.
- Corrected table headings from “2011” to “2012,” inserted rows to create 5-year time bands

### **Section 8.5.1 Federal Highway Administration Source Funds**

Notes regarding inflation (3% per year for revenues)

### **Section 8.6 Recommendations Within Available resources**

Notes regarding inflation (4% per year for costs of projects)





Deval L. Patrick, Governor  
Timothy P. Murray, Lt. Governor  
Jeffrey B. Mullan, Secretary & CEO

**massDOT**  
Massachusetts Department of Transportation

August 15, 2011

Mr. Glenn Cannon  
Technical Services Director  
Cape Cod Commission  
3225 Main Street P.O. Box 226  
Barnstable, MA 02630

Dear Mr. Cannon:

The Office of Transportation Planning has reviewed the draft 2012 Regional Transportation Plan (RTP) released by the Cape Cod Commission on July 18, 2011. I would like to take this opportunity to comment on the draft document released for public review. Please find our comments below:

- Please ensure that the page numbers run consecutively throughout the document, and are not chapter-specific.
- On page 5, the Unified Planning Work Program (UPWP) should also be included as part of the transportation planning process, as it is the work the MPO staff performs on behalf of the MPO to generate and support the project development and prioritization process.
- In Chapter 1, under 1.4.5, Environmental Protection, the RTP should also reference GreenDOT as a recent effort on behalf of the state to protect and preserve our environment.
- In Chapter 1, under 1.5.1, Transportation Projects Since the 2007 Plan, the estimated total cost listed in the language is "nearly 67 million dollars." However, the ensuing table states that the estimated total cost is \$86,752,105. Please verify which number is correct and change accordingly.
- In Chapter 2, under 2.2.12, U.S. Route 6, MHD is referenced. Please replace that reference with MassDOT.
- In Chapter 2, under 2.2.4 – 2.2.5, there are some formatting issues concerning the parentheses referencing Tables 4 and 5. Please ensure consistent formatting throughout the document.
- In Chapter 2, under 2.7.9, the major point of this chapter should be emphasized, which is that traffic has increased year-round, and not just seasonally.
- In Chapter 3, in Figure 1, the Draft Infrastructure Safety Project Selection Process chart should refer to MassDOT Highway Division, not MassHighway.

Ten Park Plaza, Suite 3170, Boston, MA 02116  
Tel: 617-973-7000, TDD: 617-973-7306  
[www.mass.gov/massdot](http://www.mass.gov/massdot)

- In Chapter 4, under 4.2, there are 20 security program action items for transit agencies listed. Please describe to what extent the region and the CCRTA has complied with or implemented these action items.
- In Chapter 5, under the introduction in the second paragraph, the second sentence is a fragment. Please complete the sentence about the "Cape Cod Bikeways."
- In Chapter 5, under 5.4.2, there are sixteen projects proposing improvements listed. Please explain how these projects were chosen and prioritized. Similarly, for other instances of proposed projects, please explain why they were chosen and prioritized.
- In Chapter 8, under 8.4.2, in Table B, please ensure that the project costs reflect Year of Expenditure increases.
- In Chapter 8, under 8.4.2, in Tables A and B, please remove the lines describing "Average Annual Amount." This is misleading the region as to how much funding the region is actually apportioned.
- In Chapter 8, under 8.6.1, in Table 1, please separate the bridge, NHS, and statewide maintenance funding in each five year band to better reflect the amount of funding apportioned to the region in each category.
- In Chapter 8, under 8.6.1, in Table 2, please ensure that the project costs reflect Year of Expenditure increases.
  - In the same table, in the five-year bands of 2011-15 and 2016-20, the amount of major infrastructure available is incorrect. In 2011-15, \$7,462,000 is available, and in 2016-20, \$10,029,000 is available.
  - In the same table, the funding for 2011-15 and 2016-20 should not be combined. Please separate the funding for these five-year bands into separate line items.

Please feel free to contact me at (617) 973-7844 or Calli Cenizal at (617) 973-8079 if you have any questions.

Sincerely,



David J. Mohler  
Executive Director  
Office of Transportation Planning

## FHWA Comments on Cape Cod MPO RTP

8-9-2011

### **Previously discussed:**

#### At the end of the Livability chapter (1.3)

I recommend that this section make reference to the fact that the US DOT considers the principle of Livability to be essential to the success of regional transportation planning. I also recommended that the chapter refer to some livability initiatives / projects that the MPO has endorsed, which support federal and state initiatives to include livability in the transportation network.

#### 1.4 Goals of the Plan

I thought the section was well written but also asked you to look at safety goals (section 1.41) and identify goals that are consistent with the state's SHSP. There should be a definite link between the state's Emphasis Areas in the SHSP and the regional safety goals. They do not need to be identical; the region may have pressing safety needs that do not appear in the state's top safety concerns, and so are not readily related to all of the Emphasis Areas, but there should be some consistency. This section should make the link between the two documents, so the reader can appreciate the consistency that Mass DOT and CCMPO share regarding safety needs. I did read the chart that showed the RTP's consistency with the DOT's You Move Massachusetts' Plan.

#### 3.3.3 Coordination with Massachusetts SHSP

I was glad to see this section included, explaining to the reader what the SHSP is. It should also tell the reader where there are commonalities between the SHSP and the region's safety needs, captured in the RTP. This link is important and should be made. I recommend looking through chapter 3.3.4. There are numerous recommended safety improvement methods mentioned. A quick look at the SHSP should help identify which of these bulleted recommendations address Emphasis Areas found in the SHSP. I recommend that an asterisk be used prior to the recommendation and that a footnote be added that defines those recommendations with an asterisk address Emphasis Areas found in the SHSP.

#### 3.4 Roadway Safety Audits

This section includes some great information and lets the reader know that, not only does the MPO consider safety to be of prime importance, but the MPO has endorsed efforts to improve some of the most pressing safety deficiencies in the region. I think this section can be enhanced by adding some text that explains that the RSA was borne directly from the HSIP Program, formally created by SAFETEA-LU and that these efforts align with using data to identify the most serious safety deficiencies responsible for fatal accidents and serious injuries. Again,

taking an opportunity to make the link between federal law and state/local efforts to improve safety.

### 2.2.6 Pavement Management

The Pavement Management section was well thought out and well written. Existing pavement conditions were identified and an improved set of pavement conditions were defined. Looks like about \$20 million worth of improvements are identified. A discussion of how affordable this is, should be included. Maybe this is considered in the CCC as affordable, but the discussion of whether or not this is something that the TIP could afford over the next several years should be presented. This is a cost that should also be identified in the O+M chapter and factored into the overall costs and compared to the revenues reasonable expected to be available.

### Chapter 8 – Recommendations and Financial Plan

Section 8.4.1, Programs Recommended 2011-2035 should not include the year 2011. This RTP should be considering projects, programs and costs to implement them, as well as revenues expected to be available, between the years 2012 and 2035. The 2011 year should be removed from all financial considerations and discussions.

Projects shown in the Recommendations table (B) in Section 8.4.2 should be shown in 5-year time bands; 2012-2015, 2016-2020, etc... Notably, there are no projects listed that fall within timeframes before 2020. It should be noted that all projects that are to have a federal action taken on them must be specifically named in the 5-year bands of the financial plan and financially represented using Year Of Expenditure dollars. This is to be done using 4% per year, compounded annually, beyond the current year. Please make a notation that explains to the reader that the costs are inflated to account for the time value of money (Year Of Expenditure). The same practice should be applied to revenues; inflate at 3%, not 4%, and use a footnote or another effective way to call the reader's attention to the fact that inflation was applied to the future value of revenue.

It is noted that, as shown, the RTP shows \$117,660,349 in projects to be undertaken in the 2035 timeframe. It is not clear if this means between the timeframe of 2030-2035, however, this amount far exceeds the Cape Cod MPO's TIP funding for this timeframe. FHWA has the following questions:

- Have these projects been modeled in the Air Quality model for this timeframe?
- Has financial constraint been observed, by expecting that these projects will be completed within this timeframe?
- How does the MPO plan to fund these projects, within this timeframe?

This discussion will require follow-up.

In the table of Recommended projects (Table B), please remove air quality references. The same projects, and all others that require federal action, or are over \$10 Million, should be shown in a similar table, devoted to Air Quality status and modeling year.

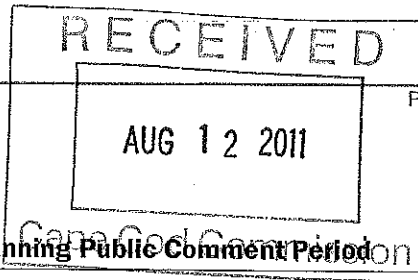
#### Financial Constraint

A similar table should be provided that shows all Operations and Maintenance costs, including pavement management costs. These costs, along with all costs expected to be incurred as a result of constructing individual projects, and other asset management costs for the region, should all be summed and compared to the revenue for the same 5-year time bands. There must be financial constraint within each time band, as well as throughout the entire horizon covered by this plan.

#### Section 8.6.1,

Table 1, should also not show the funding for 2011. This data is not relevant to the future planning discussed in the RTP.

Table 2 shows projects broken into time bands. These time bands do not align with the revenue time bands in Table 3. For consistency, use 5-year time bands for both tables, and do show all projects individually that exceed \$10 Million, or that will require federal action. An example of a federal action is a project requiring FHWA to approve any environmental document, including and above an Individual Categorical Exclusion (CE). Programmatic CEs are approved by Mass DOT.



**Statement for Transportation Planning Public Comment Period**

In summary, the mission of the BFDC is to improve the quality of life for Bourne residents. In that context, BFDC Directors are concerned about the public safety hazards, congestion, travel delays and other disruptions caused by the Bourne rotary and its associated access roads.

The BFDC Directors welcome the opportunity for public comment on the region's transportation planning documents: the Regional Transportation Plan for 2011-2035, the Transportation Improvement Program for 2012-2015 and the Unified Planning Work Program for 2012.

Bourne's transportation planning priorities are:

- \* Completion of Bourne's Downtown Main Street streetscape
- \* Reconfiguration of Bourne's Downtown road network including Route 25 access ramp/Belmont Circle, Memorial Circle, and the by-pass
- \* Removal and/or redesign of the Bourne rotary and its approaches and the connections between approaches

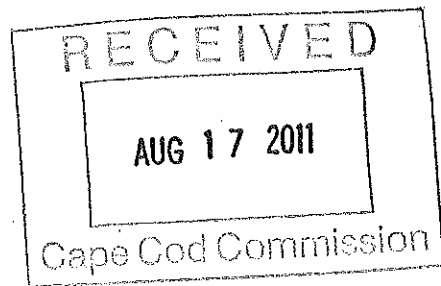
In that context, we have the following comments:

Unified Planning Work Program: We are extremely disappointed in noting the absence of any planning efforts concerning the removal/redesign of the Bourne Rotary and its approaches and connections. Congestion around the rotary is not just a tourist problem. People commuting to work from off-Cape or from the Cape to off-Cape sites, people traveling to medical appointments or to the grocery store, drug store and dry cleaners, families taking children to school or after-school programs – all use the bridges every day, all year. And these drivers encounter travel delays, safety concerns, increased pollution, and other hazards in transiting to and from the Bourne Bridge. Removing the rotary will be a multi-year project – we advocate for planning to begin immediately.

Transportation Improvement Program: We are concerned, especially in the context of the statement above, that under "Projects on Need of Funding" there is no mention of planning for changes to the Bourne Rotary, or changing the Route 25 access ramp/Belmont Circle and other Buzzards Bay road reconfigurations which were endorsed by the Bourne Board of Selectmen and presented to the JCT and MPO with enthusiastic responses. Changing the Route 25 access ramp/Belmont Circle would be a quick and relatively inexpensive fix for the congestion frequently encountered on Scenic Highway (Route 6) approaching the Bourne Bridge and the ramp to routes 25 and I-495.

Transportation Improvement Program: We believe that the \$7+ million planned for a 2012 resurfacing project for Route 28 (MacArthur Boulevard) in 2012 could be better used for other state highway projects within the Town. The main concern is timing – the Town is working to improve the commercial component of Route 28 which will include altering access to businesses, improving public safety, and other infrastructure alterations. In the context of these changes, resurfacing Route 28 at this time would only have to be repeated, a duplication of expense.

*Adopted by vote of the BFDC Board of Directors: August 10, 2011*



Cape Cod Metropolitan Planning Organization  
Priscilla Leclerc, Senior Transportation Planner  
c/o Cape Cod Commission

*via e-mail*

August 17, 2011

Dear Priscilla:

On behalf of the Town of Bourne, I am submitting a copy of a statement voted unanimously by the Bourne Board of Selectmen at its meeting last evening, Tuesday, August 16, 2011. The statement is intended as public comment during the MPO's public comment period on the three draft planning documents: the Cape Cod Regional Transportation Plan, the Cape Cod Transportation Improvement Program for Federal Fiscal Years 2012-2015, and the Unified Planning Work Program for Federal Fiscal Year 2012.

The Selectmen's statement is followed here by a copy of a letter that has been sent to the Massachusetts DOT from the Bourne Planning Board. This is for the information of the MPO members.

Please see that the Selectmen's statement is included in the public comments that will be reviewed by the MPO before it votes to endorse the drafts of the RTP, TIP, and UPWP.

Thank you for your assistance.

A handwritten signature in cursive script that reads "Sallie K. Riggs".

Sallie Riggs

Cc: Tom Guerino, Town Administrator  
Coreen Moore, Town Planner  
Glenn Cannon, Cape Cod Commission

MOTION: I move that the Board of Selectmen, on behalf of the Town of Bourne, strongly advise the Cape Cod Metropolitan Planning Organization (MPO) to re-prioritize the Unified Planning Work Program to include thorough planning efforts for the reconfiguration or removal of the Bourne Rotary; and further that the MPO support and move forward the Buzzards Bay road configuration project as previously endorsed by the Bourne Selectmen and reviewed by the Joint Transportation Committee and MPO. Additionally, the Selectmen urge that the MPO allocate funds funding for the proposed fixed route regional transit program for both the Towns of Bourne and Sandwich.

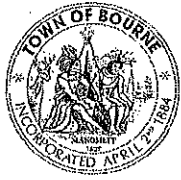
We encourage the MPO to reassess the excessive expenditure of seven million dollars for the resurfacing of MacArthur Boulevard and reallocate funding for more substantive projects that will better enhance the quality of life and ease transportation difficulties for all residents of and visitors to Cape Cod.

*unanimously approved 5/16/11*

*Don Richard, Chairman*

*Don Richard, Chairman*





**TOWN OF BOURNE**  
***Planning Board***

Bourne Town Hall

24 Perry Avenue

Buzzards Bay, MA 02532

Phone: (508) 759-0615 Fax: (508) 759-0611



August 12, 2011

Ms Pamela Hazner, MassDOT Project Manager  
District 5  
1000 County Street  
Taunton, MA 02780

Re: Route 28 & Route 6 Resurfacing & related Work

Dear Ms. Hazner:

The Bourne Planning Board is submitting this letter in response to a letter dated June 7, 2011 referencing the MassDOT resurfacing projects in the Town of Bourne specifically Route 28 (General MacArthur Boulevard) from the Bourne Bridge to the Bourne/Falmouth Town line and the Route 6 (Mid-Cape Highway).

It is our understanding that the project will basically be a repaving project and not include any infrastructure changes. We appreciate MassDOT efforts to improve the surfacing of the roadway however we feel that there are other significant issues that should be addressed before \$7,000,000 ± is spent on resurfacing.

As you know MacArthur Boulevard is a significant local, regional and state roadway. The Town of Bourne has identified MacArthur Boulevard as high priority action item in our Local Comprehensive Plan. Our first concern is that of safety, the other concern is for the local businesses along the boulevard. The Town is currently in the process of requesting an increase in the development of regional impact threshold from the Cape Cod Commission for projects along MacArthur Boulevard. However, we understand that if improvements are not made to the roadway we are limited to the amount of growth that will be able to occur. We believe this is a perfect opportunity to discuss potential improvements along the boulevard not only to improve safety but to enhance the local economy.

We would like to request a meeting to discuss this further. We would also like you to consider delaying the resurfacing project until we are able to discuss potential short term and long term changes along MacArthur Blvd. We would suggest that the following items be part of the discussion:

1. Improvements to the existing turnarounds including reconfiguration, relocation and/or elimination. Especially the turnarounds at the landfill, Waterhouse Road, Clay Pond Road and Barlow's Landing Road.
2. Consolidation of curbcuts in the area of 606 – 630 MacArthur Boulevard by formally creating an access road and or the addition of guardrails or berm to prevent direct access onto MacArthur Boulevard.
3. The addition of a third lane as a breakdown/deceleration lane from rotary to rotary
4. Signage for local businesses
5. Vista pruning of the median to increase visibility of those businesses on the southbound lane.
6. Improvements to the Bourne Rotary that would address backups on MacArthur Blvd north to Bourne Bridge and Sandwich Road, and a total reconfiguration of the rotary including a bypass road.

We would also like to offer the following recommendations for the Route 6 Mid Cape Highway improvements

1. Extend off ramps
2. Improve drainage at the bottom of the bridge
3. Vista pruning to enhance visibility for surrounding businesses

Thank you for your attention in this matter, we look forward to hearing from you.

Sincerely,

Christopher Farrell, Chairman Bourne Planning Board

Cc: Coreen V. Moore, Bourne Town Planner  
Bourne Board of Selectmen  
Thomas Guerino, Bourne Town Administrator  
Ricki Tellier, Bourne DPW Superintendent  
Michael Blanton, Bourne rep to the CCC  
Bourne's Transportation Advisory Committee  
Sallie Riggs, Bourne Financial Development Corporation

## Lev Malakhoff

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**From:** John Powers <johns.powers@comcast.net>  
**Sent:** Monday, July 18, 2011 9:46 PM  
**To:** Transportation Information  
**Subject:** 'RTP' Comment

What will people do when 28A or 6B are filled with motor-vehicles (MV)? Your missing the issue completely.

What Cape Cod needs are 'bike lanes', designated only for bicyclists.

Easy by allowing 1 meter (4 feet) of the road upon major roads, almost like a shoulder but with painted signs. It makes roadways easier for plows during the winter, too.

I work upon Route 6A and biking is easy. I had AARP change seniors way of telling cyclists with a horn and plow through. Does little for myself being Deaf to a horn. I live with mirrors.

"Conclusion; safety is the highest priority goal of the RTP. The Cape's transportation system should ensure travelers will arrive at their destinations unharmed and undamaged." Sounds good but far from that today. Street sweeping the roads or cutting back overgrowth of branches would help immensely. That and to 'complete the streets', sidewalks upon a metropolitan (Hyannis, Barnstable). A joke now, for a traveler at the Raddison Hotel Hyannis to walk to the Hyannis Airport safely.

John S. Powers  
95 Great Western Road  
So. Yarmouth, MA 02664

## Lev Malakhoff

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**From:** Frey, Bob (DOT) <bob.frey@state.ma.us>  
**Sent:** Tuesday, July 19, 2011 4:31 PM  
**To:** Lev Malakhoff  
**Cc:** Cenizal, Callida (DOT)  
**Subject:** RE: RTP demographic projections documentation  
**Attachments:** Final Regional Totals.xls

Lev,

The discussion is generally fine, but under the heading, "Statewide and regional totals adjusted to latest available 2010 estimates," you should add one sentence about final adjustments subsequently being made after the 2010 census results were released.

In that vein, although the regional numbers are correct on Page 9 Table 1, all STATE totals are WRONG (I think they represent an earlier iteration).

Tables 2, 3, and 4 are correct, but refer to the attached spreadsheet for correcting all the statewide numbers in Table 1.

Thanks,  
Bob

**Bob Frey | Director of Transportation Analysis | Massachusetts Department of Transportation - Office of Transportation Planning**  
10 Park Plaza Room 4150 Boston MA 02116 | 617-973-7449 |HYPERLINK "<mailto:bob.frey@state.ma.us>" | [www.mass.gov/massdot](http://www.mass.gov/massdot)  
*How Can We Help You Today? For news and updates: [www.mass.gov/blog/transportation](http://www.mass.gov/blog/transportation) or twitter at [www.twitter.com/massdot](http://www.twitter.com/massdot).*

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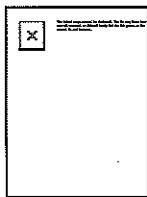
**From:** Lev Malakhoff [<mailto:lmalakhoff@capecodcommission.org>]  
**Sent:** Tuesday, July 19, 2011 3:43 PM  
**To:** Frey, Bob (DOT)  
**Subject:** RE: RTP demographic projections documentation  
Hi Bob,

To minimize unnecessary changes, could you take a look at our existing discussion and "bless" it? The fewer changes, the less stress we'll all have at our August meeting:

[http://www.gocapecod.org/rtp/RTP2011docs/07\\_alternatives-06132011.pdf](http://www.gocapecod.org/rtp/RTP2011docs/07_alternatives-06132011.pdf)  
Discussion begins on page 8.

Thanks,

-Lev



### Lev Malakhoff

#### Cape Cod Commission

3225 Main Street • Barnstable MA 02630

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[www.capecodcommission.org](http://www.capecodcommission.org) • [www.gocapecod.org](http://www.gocapecod.org)

**From:** Frey, Bob (DOT) [<mailto:bob.frey@state.ma.us>]

**Sent:** Tuesday, July 19, 2011 12:10 PM

**To:** [ckus@berkshireplanning.org](mailto:ckus@berkshireplanning.org); [akoirala@berkshireplanning.org](mailto:akoirala@berkshireplanning.org); Lev Malakhoff; Clay Schofield; Priscilla Leclerc;

sujatha@cmrpc.org; mblunt@cmrpc.org; transpor@frcog.org; mrhodes@frcog.org; Harris, Brad (MRPC); gsnow@mrpc.org; mmauro@mvcommission.org; Komornick, Tony (MVPC); mkbeninati@mvpc.org; sbradbury@nmcog.org; Wo! ods, Beverly (NMCOG); mburns@nantucket-ma.gov; Kilmer, Charlie (OCPC); wmcnulty@ocpcrpa.org; gmroux@pvpc.org; RJammal@pvpc.org; jhadfield@srpedd.org; pmission@srpedd.org; arecchia@srpedd.org; Anne McGahan (amcgahan@ctps.org)  
**Cc:** Guenard, Mark (DOT); Cenizal, Callida (DOT); Wadsworth, Trey (DOT); Lehmann, Andrew (DOT); Palmer, William (DOT); Pearson, Karen (DOT)  
**Subject:** FW: RTP demographic projections documentation

Hello All,

Some of you have asked about any available description of methods used for developing the socio-economic projections - so a brief description can be included in your RTP. Three files are attached - two files are! from an email that went out to all RPAs on 1/28/10. A subsequent brief update document, the third attachment, was written in November 2010.

We have not summarized any of this further beyond what is in these documents, plus any emails that have been part of ongoing correspondence.

The only thing to add would be that the final population and households figures, as you know, were adjusted based on the 2010 US Census results, down to the municipal level.

My advice would be to just cut and paste a few topic sentences from key paragraphs in these documents, if you're looking to put together a short documentation section in your RTP. It doesn't have to be long - just an updated listing of sources at least. Use your previous RTPs as a guide....

Let me know if you have any questions.

NOTE TO WESTERN MASS RPAs: AQ text and numbers will be finalized and sent to you later this week...

Thanks,  
Bob

**Bob Frey | Director of Transportation Analysis | Massachusetts Department of Transportation - Office of Transportation Planning**

10 Park Plaza Room 4150 Boston MA 02116 | 617-973-7449 |HYPERLINK "mailto:bob.frey@state.ma.us"| [www.mass.gov/massdot](http://www.mass.gov/massdot)  
*How Can We Help You Today? For news and updates: [www.mass.gov/blog/transportation](http://www.mass.gov/blog/transportation) or twitter at [www.twitter.com/massdot](http://www.twitter.com/massdot).*

MASSACHUSETTS POPULATION, EMPLOYMENT AND HOUSEHOLDS: 1980 - 2035

POPULATION

MPO Region	AQ					AQ					% growth 1980-2010	% growth 2010-2035
	Census 1980	Census 1990	Census 2000	Census 2010	2017	2020	2025	2030	2035			
Berkshire	144,223	139,352	134,953		131,219	131,700	131,900	132,300	132,600	133,000	-9%	1%
Boston	2,862,252	2,922,934	3,086,394	3,208,000	3,161,712	3,268,200	3,294,000	3,353,500	3,413,000	3,475,000	10%	10%
Cape Cod	147,895	186,605	222,230		215,888	230,000	236,000	245,010	258,000	266,000	46%	23%
Central Mass	434,305	482,436	518,480		556,698	576,000	586,000	600,000	620,000	640,000	28%	15%
Franklin	64,317	70,092	71,535		71,372	73,600	74,300	74,900	76,200	77,000	11%	8%
Martha's Vineyard	8,935	11,639	14,987		16,535	17,300	18,000	18,700	19,500	20,000	85%	21%
Merrimack Valley	257,252	288,280	318,556		333,748	343,000	348,000	357,000	366,000	375,000	30%	12%
Montachusett	200,767	223,865	228,005		236,475	240,000	243,000	247,000	251,000	255,000	18%	8%
Nantucket	5,087	6,012	9,520		10,172	11,503	12,086	13,090	14,012	15,005	100%	48%
Northern Middlesex	231,781	263,659	281,225		286,901	293,000	297,000	304,000	312,000	320,000	24%	12%
Old Colony	275,406	296,864	321,515		333,468	348,000	353,000	361,000	369,000	377,000	21%	13%
Pioneer Valley	576,873	602,878	608,479		621,570	637,000	641,000	647,000	653,000	658,000	8%	6%
Southeastern Mass	516,371	563,130	597,294		616,670	640,000	653,000	675,000	698,000	721,000	19%	17%
Subtotal	5,725,464	6,057,746	6,393,173		6,592,428	6,809,303	6,887,286	7,028,500	7,180,312	7,332,005	15%	11%
(less dual members)	39,789	41,321	44,076		44,799	46,403	46,486	47,600	48,712	49,905	13%	11%
Statewide Totals	5,685,675	6,016,425	6,349,097		6,547,629	6,762,900	6,840,800	6,980,900	7,131,600	7,282,100	15%	11%
Growth from 2010						3.29%	4.48%	6.62%	8.92%	11.22%		

EMPLOYMENT

MPO Region	AQ					AQ					% growth 1980-2000	% growth 2010-2035
	1980 ES-202	1990 ES-202	2000 ES-202	2009 ES-202	DET est. 2010	2017	2020	2025	2030	2035		
Berkshire	56,899	61,022	61,481	60,526	60,900	61,000	61,100	61,400	61,700	62,000	8%	2%
Boston	1,499,903	1,699,058	1,875,839	1,783,706	1,793,400	1,882,720	1,921,000	1,928,500	1,932,000	1,937,000	25%	8%
Cape Cod	51,387	70,251	88,594	88,409	88,900	94,000	98,000	100,000	102,000	104,000	72%	17%
Central Mass	183,573	201,507	230,600	222,771	224,000	233,000	241,000	245,000	248,000	250,000	26%	12%
Franklin	20,094	24,187	27,754	26,650	25,800	26,000	26,500	27,000	27,600	28,200	38%	9%
Martha's Vineyard	3,590	5,084	7,167	7,662	7,700	8,000	8,600	8,800	8,900	9,000	100%	17%
Merrimack Valley	103,008	117,138	137,694	128,013	128,700	138,000	141,000	144,000	147,000	150,000	34%	17%
Montachusett	72,512	74,788	81,712	78,107	78,500	80,000	81,000	82,000	83,000	84,000	13%	7%
Nantucket	2,408	3,693	5,698	5,696	5,731	5,990	6,444	6,691	7,038	7,270	137%	27%
Northern Middlesex	75,473	98,196	123,616	111,357	112,000	123,000	126,000	128,000	131,000	133,000	64%	19%
Old Colony	82,920	109,539	123,881	123,709	124,400	131,000	135,000	138,000	141,000	142,000	49%	14%
Pioneer Valley	232,641	248,048	259,999	249,857	251,200	258,000	263,000	265,000	266,000	267,000	12%	6%
Southeastern Mass	189,071	209,085	239,268	228,135	229,400	238,000	243,000	250,000	260,000	265,000	27%	16%
Subtotal	2,573,479	2,921,596	3,263,303	3,113,598	3,130,631	3,278,710	3,351,644	3,382,391	3,415,238	3,438,470	27%	10%
(less dual members)	9,436	17,024	17,703	18,454	19,031	19,810	20,144	19,991	19,838	19,670	88%	3%
Statewide Totals	2,564,043	2,904,572	3,245,600	3,095,144	3,111,600	3,258,900	3,331,500	3,362,400	3,395,400	3,418,800	27%	10%
Growth from 2010						4.73%	7.07%	8.06%	9.12%	9.87%		

HOUSEHOLDS

MPO Region	AQ					AQ					% growth 1980-2010	% growth 2010-2035
	Census 1980	Census 1990	Census 2000	Census 2010	2017	2020	2025	2030	2035			
Berkshire	52,400	54,315	56,006		56,091	56,350	56,450	56,650	56,850	57,050	7%	2%
Boston	1,035,191	1,111,708	1,197,397	1,294,280	1,243,189	1,339,896	1,359,446	1,398,359	1,437,272	1,464,349	20%	18%
Cape Cod	58,556	77,586	94,822		95,755	103,000	106,000	112,000	117,000	122,000	64%	27%
Central Mass	154,017	177,733	196,274		210,870	223,110	229,160	236,690	244,810	253,360	37%	20%
Franklin	24,228	27,640	29,466		30,462	31,400	31,710	32,090	32,700	33,160	26%	9%
Martha's Vineyard	3,872	5,003	6,421		7,368	7,750	8,100	8,500	8,900	9,200	90%	25%
Merrimack Valley	92,524	104,156	117,270		123,577	128,400	130,700	135,100	139,400	143,300	34%	16%
Montachusett	69,688	80,725	85,262		89,816	91,700	93,600	96,000	98,300	100,300	29%	12%
Nantucket	2,155	2,597	3,699		4,229	4,794	5,022	5,412	5,781	6,165	96%	46%
Northern Middlesex	74,983	90,119	99,342		104,022	107,000	108,800	112,100	115,500	118,900	39%	14%
Old Colony	90,883	101,026	112,855		119,437	125,600	127,900	131,800	135,200	138,700	31%	16%
Pioneer Valley	202,280	219,958	231,279		238,629	250,100	252,700	257,300	260,700	263,800	18%	11%
Southeastern Mass	184,633	208,604	229,491		240,223	252,400	259,600	269,400	279,800	290,200	30%	21%
Subtotal	2,045,410	2,261,170	2,459,584		2,563,668	2,721,500	2,769,188	2,851,401	2,932,213	3,000,484	25%	17%
(less dual members)	12,693	14,060	16,004		16,593	17,500	18,088	18,801	19,513	19,984	31%	20%
Statewide Totals	2,032,717	2,247,110	2,443,580		2,547,075	2,704,000	2,751,100	2,832,600	2,912,700	2,980,500	25%	17%
Growth from 2010						6.16%	8.01%	11.21%	14.35%	17.02%		



CAPE COD COMMISSION

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