

GET INVOLVED

To identify a transportation need: Visit the LRTP Needs Assessment online at www.ctps.org/lrtp_needs or send an email to publicinformation@ctps.org.

To suggest a UPWP study idea or location: Send an email to publicinformation@ctps.org or contact MPO staff at **857.702.3700**.

To track an existing TIP project: Learn more about projects by using the TIP Interactive Database at www.bostonmpo.org/apps/tip11/tip_query.html.

Follow the TIP development process and work with your municipality's TIP contact (available in the "TIP Development" section at www.ctps.org/tip).

To initiate a new TIP highway project: Learn more about the MassDOT Highway Division's Project Review Committee (www.massdot.state.ma.us/highway/Departments/ProjectManagement/ProjectReviewCommittee.aspx)



IMPLEMENTATION OF *CHARTING PROGRESS TO 2040:* Guiding the Boston Region's Transportation Investments *MPO Outreach – FFY 2016*



INTRODUCTION

The Boston Region Metropolitan Planning Organization (MPO) endorsed its new **Long-Range Transportation Plan (LRTP)**, *Charting Progress to 2040*, in July 2015. This new LRTP provides a 25-year vision for transportation in the Boston metropolitan area. It also creates a framework that the MPO will use to set its priorities for future federally funded transportation planning studies and capital-improvement projects. Priority studies will be programmed through the MPO's **Unified Planning Work Program (UPWP)**, and priority capital-improvement projects will be programmed through the MPO's **Transportation Improvement Program (TIP)**.

This outreach document is a guide that:

- shows the relationship between the *Charting Progress to 2040* framework and ongoing MPO planning and implementation
- explains how to get involved in the TIP and UPWP development processes and the MPO's long-range planning
- lists other resources to support project development and implementation



IMPLEMENTATION OF *CHARTING PROGRESS TO 2040:* Guiding the Boston Region's Transportation Investments *MPO Outreach–FFY2016*

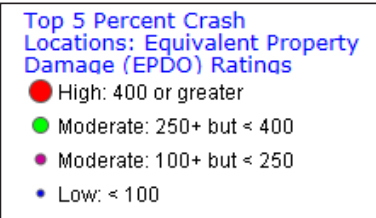
ABOUT THE LRTP, CHARTING PROGRESS TO 2040

The MPO expects to receive \$2.85 billion over the next 25 years to improve transportation infrastructure and operations in the Boston region. The LRTP—*Charting Progress to 2040*—defines the MPO’s vision for the future and identifies the goals and objectives that will guide the MPO’s investment decisions to achieve the vision. The MPO has also established performance measures and targets to evaluate progress toward achieving the goals and objectives.

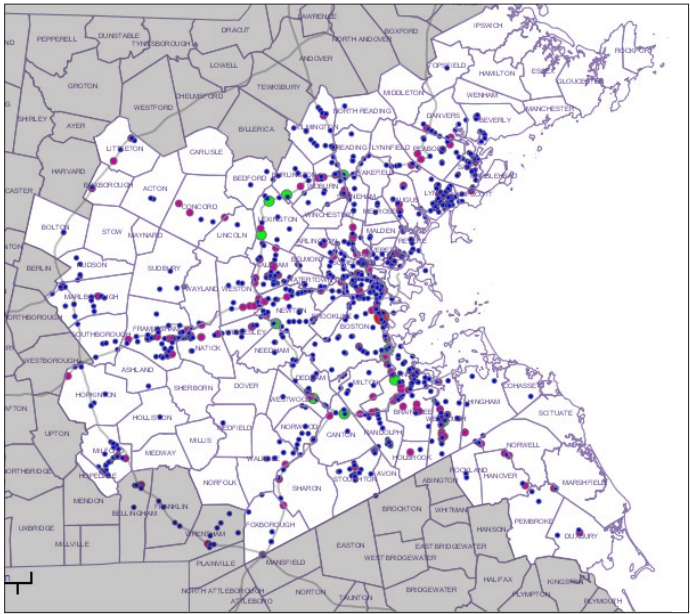
During development of the LRTP, MPO staff collected and analyzed data to identify the region’s transportation needs, and established investment programs that set aside funding for specific types of activities designed to meet these needs. As the LRTP is implemented, the MPO will continue to collect and analyze data using performance measures and targets to determine whether funding these investment programs is helping the MPO to achieve its vision and, if necessary, to adjust future funding priorities.

The **LRTP Needs Assessment** is an important component of the MPO’s long-range planning, as it integrates information from a variety of tools and goal areas to help the MPO better understand transportation needs. The data used in the needs assessment is publically available and regularly updated, and members of the public are welcome to comment on the MPO-identified needs, or suggest their own.

Example of Needs Assessment Output:
High Crash Locations by Equivalent Property Damage Only



This map displays high crash locations by equivalent property damage only (EPDO). EPDO measures crash severity based on property damage, personal injuries, and fatalities.

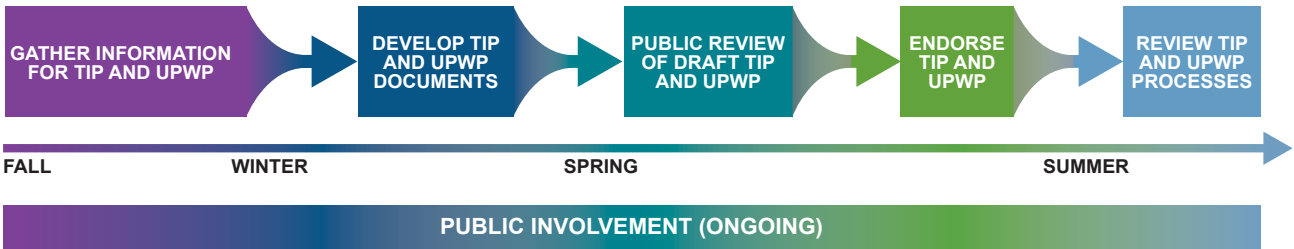


- **Regional Transit Service Planning Technical Support:** MPO staff with expertise in transit service planning provide technical support to regional transit authorities (RTAs), transportation-management associations, MAPC subregions, and municipalities. This support promotes best practices and addresses issues of ridership, cost-effectiveness, route planning, and other service characteristics. For more information, please send an email to: mscott@ctps.org

The MPO also welcomes ideas from the public for studies of other transportation trends and issues.

HOW TO PARTICIPATE

Between October 2015 and June 2016, the MPO will be developing its next TIP and UPWP. The next LRTP will be published in 2019, but opportunities to provide information on transportation needs and participate in the MPO’s planning process are ongoing. The calendar below shows the major milestones in this year’s process.



You are invited to participate in the transportation planning process in a variety of ways:

STAY INFORMED

To attend an MPO or MPO Committee meeting, an MPO-sponsored event, or Regional Transportation Advisory Council meeting: Check the MPO meeting calendar at: www.ctps.org/calendar/month

To be added to MPOinfo, the MPO’s mailing list, and the distribution list for *TRANSReport*, the MPO’s monthly newsletter, visit: www.ctps.org/stay_connected

Follow the MPO on Twitter [@BostonRegionMPO](https://twitter.com/BostonRegionMPO).

For more information about ways to stay informed, visit: www.ctps.org/public_involvement

To learn more about *Charting Progress to 2040*, visit: www.ctps.org/lrtp
To explore and contribute to the MPO’s ongoing LRTP Needs Assessment, visit: www.ctps.org/lrtp_needs

ALSO IN THE LRTP

The MPO will follow a performance-based planning process, which will involve monitoring system-level trends with specific performance measures, and determining whether associated performance targets have been achieved. This monitoring will take place as part of the LRTP. If, in its monitoring, the MPO does not demonstrate progress toward its targets, then the MPO would need to consider modifying investment or policy priorities, and weigh the tradeoffs involved. For example, allocating a greater share of funding to intersection improvements at high-crash locations may make significant progress toward reducing traffic fatalities and serious injuries; however, it also may affect the MPO’s ability to meet system-preservation targets for pavement or bridge conditions. By continuously monitoring and evaluating its progress, the MPO will be able to make these difficult decisions across competing goals and objectives in a more informed manner, resulting in greater outcomes for all concerned. In future LRTPs, which are produced once every four years, the MPO will make needed adjustments to its overall framework, which includes its vision, goals, and objectives.

ALSO IN THE TIP

As the implementation arm for the LRTP, the TIP contains detailed information about all transportation capital and operations projects that are funded by the MPO. It also describes transportation projects that are being funded by other agencies that receive federal dollars, including MassDOT, the MBTA, the MetroWest Regional Transit Authority (MWRTA) and the Cape Ann Transportation Authority (CATA).

ALSO IN THE UPWP

As described earlier, the UPWP supports a mix of corridor, intersection, bicycle/pedestrian, and transit studies, as part of its larger suite of planning activities (see page 2). Some of these studies take place as part of special projects, as listed under the Supportive UPWP Projects sections on pages 4-8. These types of studies are also supported through the MPO’s ongoing technical assistance programs, which include:

- **Community Transportation Technical Assistance Program:** This program provides municipal officials with technical advice on local transportation concerns such as traffic operations, safety, bicycle and pedestrian access, livability, parking, and bus stop locations. MPO staff carry out this program in conjunction with the Metropolitan Area Planning Council (MAPC), and review municipal applications on an ongoing basis. For more information, please visit: www.ctps.org/tech_assist
- **Livable Community Workshop Program:** This program provides free workshops that offer communities strategies to enhance livability and facilitate local discussions about topics such as walking, bicycling, transit, parking, land use, urban design, housing, public health, economic development, energy, and climate change. MPO staff carry out this program in conjunction with the Metropolitan Area Planning Council (MAPC), and review municipal applications on an ongoing basis. For more information, please visit: www.ctps.org/livability

ABOUT THE UPWP

The UPWP is the planning arm of the LRTP, and prioritizes funding for transportation-planning studies and programs for the metropolitan area. Each year, the MPO chooses which planning activities will be conducted with the federal planning dollars it receives and documents them in its UPWP. The UPWP is guided by the visions, goals, objectives, and investment framework established in the LRTP. The planning activities that the UPWP funds fall into several major categories:

- **Support the MPO:** Maintain processes that support MPO transportation decision making and keep people in the Boston region informed and involved
- **Gather Data:** Collect data about the characteristics and use of the transportation system
- **Identify Needs:** Conduct analysis to identify needs on the various parts of the transportation system, or for different users of the system, to improve or complement the LRTP needs assessment
- **Develop Project Concepts:** Conduct studies or provide technical assistance to make recommendations for improving the transportation system—along roadway corridors, at intersections, on bicycle and pedestrian facilities, and on transit routes
- **Think Ahead:** Conduct research to help the MPO anticipate trends and conditions that will shape transportation, or help the MPO understand the relationship between transportation and other issues

Detailed information about the UPWP is available at: www.ctps.org/upwp

ABOUT THE TIP

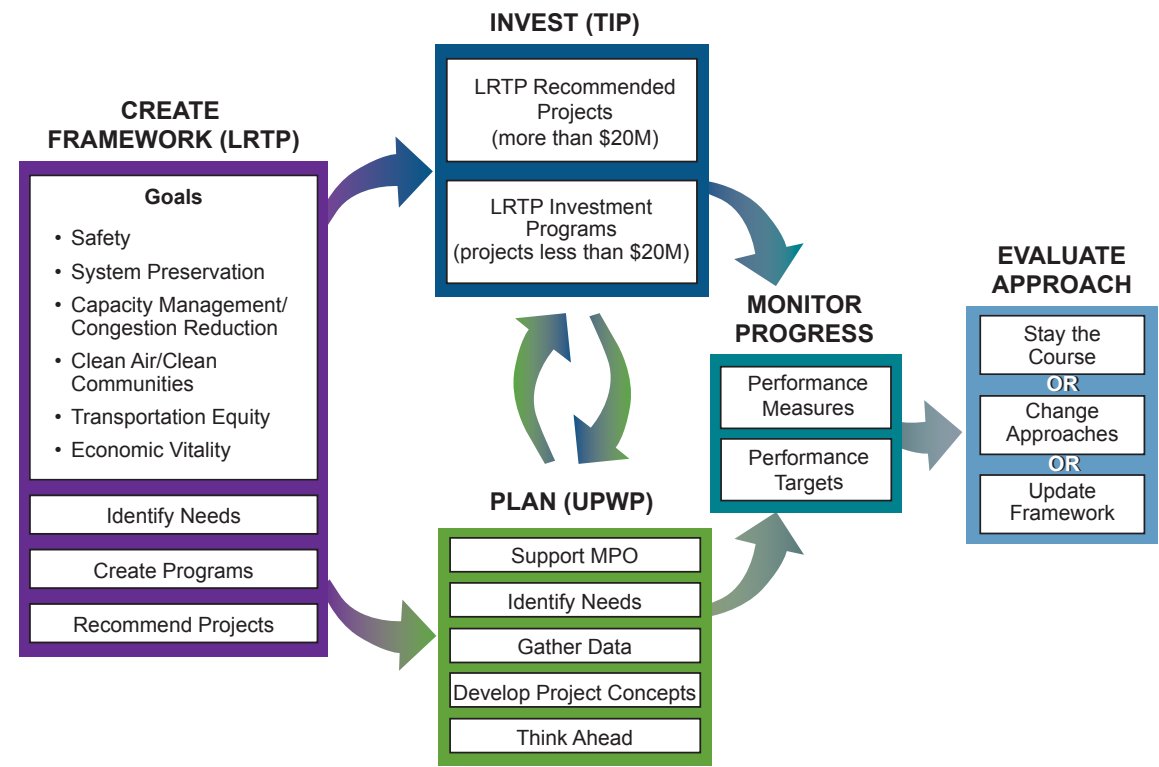
The TIP is the implementation arm of the LRTP and prioritizes funding for transportation infrastructure projects throughout the metropolitan area. Each year, the MPO selects projects that will receive federal dollars for construction over the next five years and documents them in its TIP. The TIP is also guided by the visions, goals, objectives, and investment framework established in the LRTP. The transportation infrastructure investments funded in the TIP include:

- Reconstruction of highways
- Improvements to roadways and intersections
- Construction of shared-use paths
- Improvements for pedestrians and bicyclists
- Maintenance and expansion of the public transit system

Detailed information about the TIP is available at: www.ctps.org/tip

LINKS BETWEEN THE LRTP, TIP, AND UPWP

Together, the MPO’s **LRTP**, **TIP**, and **UPWP** direct funds to planning studies and projects to improve the region’s transportation and meet established goals and objectives. The feedback that the MPO will receive from monitoring its performance, using the performance measures and targets, will indicate whether the flow of funds should be re-directed.



INTRODUCTION TO INVESTMENT PROGRAMS

The MPO’s five investment programs, established as part of *Charting Progress to 2040*, are a key link that connect the **LRTP**, **TIP**, and **UPWP**. The MPO has re-evaluated its past practices and set a new course by moving away from programming expensive capital-expansion projects to ease congestion, and instead, setting aside more funding for small operations-and-management (O&M)-type projects that support bicycle, pedestrian, and transit, along with major roadway improvements. Four of these programs—Intersection Improvements, Complete Streets, Bicycle Network and Pedestrian Connections, and Community Transportation and Parking—support improvements at the O&M scale, while the fifth—Major Infrastructure—supports larger projects, including past MPO commitments. These investment programs are described on the following pages. Each description includes information about relevant LRTP goals, anticipated program funding, and examples of UPWP study recommendations or TIP projects that could be funded by the program.



MAJOR INFRASTRUCTURE

Program Goals:
Safety • System Preservation • Capacity Management/Mobility • Economic Vitality

Program Description:
Modernizes and/or expands expressways and major arterials to reduce congestion and improve safety. Projects could include reconstructing expressway interchanges to eliminate weaving and reduce the likelihood of rollovers, adding travel lanes on expressways, or adding/removing grade separations on major arterials. Funds could also be flexed to transit for maintenance and modernization improvements or expansion of the system. Projects could include expanding the transit system (such as bus rapid transit routes or ferry service) or upgrading transit assets (such as transit vehicles, vessels, or other equipment).

Future Share of MPO Investments: (44% in 2021–25 or approximately \$40 million annually)

Past UPWP Studies:

- I-95 Southbound at I-90 Interchange in Weston (2015, pending)
- I-95 southbound, at the off-ramp area of Interchange 32B in Burlington (2012)

Past TIP Investments:

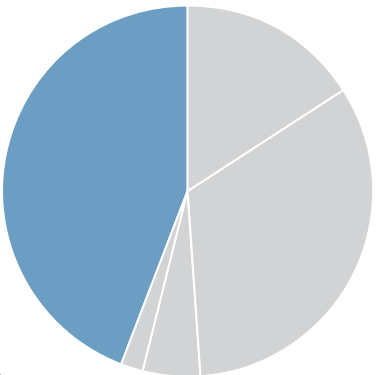
- Rte. 128 Improvement Program (Contracts III, IV and V) in Randolph, Canton, Westwood, Dedham, Needham and Wellesley (2008–18)
- Rte. 2 (Crosby’s Corner) in Concord and Lincoln (2011–14)
- Assembly Square Station in Somerville (2011) - (Flex to Transit)
- Improvements along Rte. 128 at Rte. 35 and Rte. 62 in Danvers (2010)

Supportive UPWP Studies and TIP Investments:

- UPWP Studies
 - None for FFY 2016 [Past: Low Cost Improvements to Freeway Bottlenecks]
- TIP Investments
 - Middlesex Turnpike Improvements, Phase III in Bedford, Burlington and Billerica (2016–17)
 - Rte. 18 Widening in Weymouth (2016–2019)
 - Green Line Extension from College Ave to Rte. 16 (2016–20) - (Flex to Transit)
 - Reconstruction of Rutherford Ave in Boston (begins in 2020)

Performance Measures to Monitor Progress:

- Number of high crash locations improved
- Number of substandard lane miles improved
- Number of new bicycle miles/new sidewalk miles
- Number of projects that provide new or improved access to transit





COMMUNITY TRANSPORTATION AND PARKING

Program Goals:

Capacity Management/Mobility • Clean Air/Clean Communities • Economic Vitality

Program Description:

Provides funding to launch locally developed transit services that support first-mile/last-mile connections to existing transit services and other destinations by purchasing shuttle buses and/or funding

operating costs. This program also targets funding to construct additional parking at transit stations already at capacity. Other projects to improve mobility and air quality and promote mode shift could be included in the future.

Future Share of MPO Investments: (2% in 2021–25 or approximately \$2 million annually)

Past UPWP Studies:

- Town of Hudson Transit Technical Assistance Project (2015)
- SWAP Regional Public Transit Feasibility Study (2013)

Past TIP Investments:

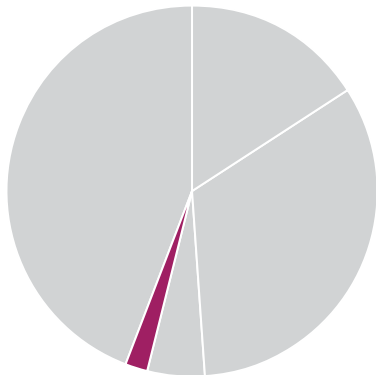
- Hubway in Boston, Cambridge, and Brookline (2011–13)
- MetroWest Regional Transportation Authority – Route 1 and Route 7 services (2008–11)
- Cape Ann Transportation Authority - Stage Fort Park Shuttle (2010–12)
- Commuter Rail Shuttle and Town Dial-A-Ride services in Acton (2010–12)

Supportive UPWP Studies and TIP Investments:

- UPWP Studies
 - First-Mile-and-Last-Mile Transit Connections Studies
- TIP Investments
 - None

Performance Measures to Monitor Progress:

- Projected daily delay reduced
- Projected annual kilograms of CO₂ reduced



INTERSECTION IMPROVEMENTS

Program Goals:

Safety • System Preservation • Capacity Management/Mobility • Clean Air/Clean Communities

Program Description:

Modernizes existing or adds new intersections to improve safety and mobility. Safety improvements could consist of turning lanes, shortened crossing distances for pedestrians, and striping and lighting

for bicyclists. Improvements to sidewalks and curb cuts also will enhance accessibility for pedestrians. Updated signal operations will reduce delay and improve transit reliability.

Future Share of MPO Investments: (16% in 2021–25 or approximately \$15 million annually)

Past UPWP Studies:

- North/South Franklin St (Rte. 37) at Union St/Plymouth St (Rte. 139) in Holbrook (2013)
- Western Ave (Rte. 107) at Washington St (Rte. 129) in Lynn (2013)
- Main St (Rte. 38/129) at Church St/Burlington Ave (Rte. 62) in Wilmington (2012)
- Turnpike Rd (Rte. 9) at Central St/Oak Hill Rd in Southborough (2012)
- Mass. Ave at Appleton St and Appleton Place in Arlington (2011)
- Central St at Pearl St in Stoughton (2010)

Past TIP Investments:

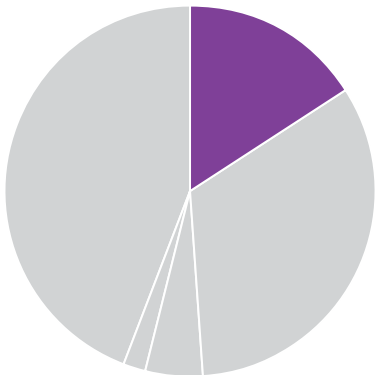
- Hancock St and East/West Squantum Sts in Quincy (2014)
- Rte. 9 and Oak St in Natick (2012)
- Rte. 16 Intersection Improvements in Milford (2011)
- Rte. 2A and Waltham St in Lexington (2010)

Supportive UPWP Studies and TIP Investments:

- UPWP Studies
 - Safety and Operations Analyses at Selected Intersections: FFY 2016
 - Community Transportation Technical Assistance Program
- TIP Investments
 - Traffic signal improvements at 10 Locations in Boston (2016)
 - Middle St, Libbey Industrial Pkwy, and Tara Dr in Weymouth (2016)
 - Derby St, Whiting St (Rte. 53), and Gardner St in Hingham (2018)

Performance Measures to Monitor Progress:

- Number of high crash locations improved
- Projected daily delay reduced
- Projected annual kilograms of CO₂ reduced





COMPLETE STREETS

Program Goals:

Safety • System Preservation • Capacity Management/Mobility • Transportation Equity • Economic Vitality

Program Description:

Modernizes roadways to improve safety and mobility for all users. Improvements could consist of continuous sidewalks and bike lanes, cycle tracks, and other bicycle facilities, and updated signals

at intersections along a corridor. Improvements will reduce delay and improve transit reliability. Expanded transportation options and better access to transit will improve mobility for all and encourage mode shift.

Future Share of MPO Investments: (33% in 2021–25 or approximately \$30 million annually)

Past UPWP Studies:

- Rtes. 127/127A in Rockport and Gloucester (2014)
- Rte. 3A in Cohasset and Scituate (Henry Turner Bailey Rd in Scituate to Commuter Rail Station in Cohasset (2014)
- Rte. 2 (Concord Rotary through I-95, excluding Crosby’s Corner) in Concord and Lincoln (2013)
- Rte. 203 (Gallivan Boulevard and Morton St) in Boston (2012)

Past TIP Investments:

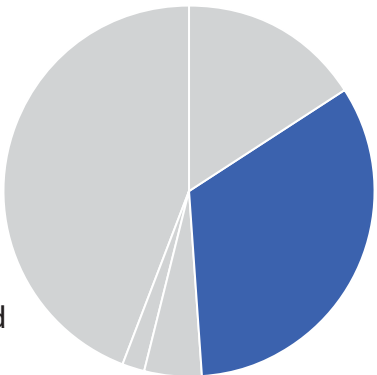
- Rantoul St (Rte. 1A) in Beverly (2014)
- West St in Reading (2014)
- Rte. 129 (Broadway) in Lynn (2013)
- Trapelo Rd in Belmont (2012)

Supportive UPWP Programs and TIP Investments:

- UPWP Programs
 - Priority Corridors for LRTP Needs Assessment: FFY 2016
 - Addressing Safety, Mobility, and Access on Subregional Priority Roadways: FFY 2016
- TIP Investments
 - Mass. Ave in Lexington (2016)
 - Ferry St in Everett (2019)
 - Rte. 27 (North Main St) in Natick (2019)
 - Rte. 135 in Hopkinton (2019)
 - Rte. 1A in Walpole (2020)

Performance Measures to Monitor Progress:

- Number of high crash locations improved
- Number of substandard lane miles improved
- Projected daily delay reduced/annual kilograms of CO₂ reduced
- Number of new bicycle miles/new sidewalk miles
- Number of targeted development areas with new or improved access



BICYCLE NETWORK AND PEDESTRIAN CONNECTIONS

Program Goals:

Safety • Capacity Management/Mobility • Clean Air/Clean Communities • Transportation Equity

Program Description:

Expands the bicycle and pedestrian networks to improve safe access to transit, schools, employment centers, and shopping destinations. Projects could include constructing new, off-road bicycle or multi-use

paths, improving bicycle and pedestrian crossings, or building new sidewalks.

Future Share of MPO Investments: (5% in 2021–25 or approximately \$5 million annually)

Past UPWP Studies:

- Glendale Square (Ferry St and Elm St) in Everett (2013)
- Danvers Rail Trail Crossing at Rte. 62/Poplar St (2012)
- Braintree Station in Braintree (2012)

Past TIP Investments:

- Bikeway Connection at Intersection of Rte. 3 and Rte. 60 in Arlington (2014)
- Somerville Community Path (2012)
- Upper Charles Trail, Phase 2 in Milford (2009)

Supportive UPWP Programs and TIP Investments:

- UPWP Programs
 - Livable Community Workshop Program
 - Community Transportation Technical Assistance Program
- TIP Investments
 - Cochituate Rail Trail, Phase Two in Framingham and Natick (2018)
 - Bruce Freeman Rail Trail, Phase 2B in Acton and Concord (2018)
 - New Fenway Multi-use Path in Boston (2019)

Performance Measures to Monitor Progress:

- Number of new bicycle miles/new sidewalk miles
- Projected daily vehicle miles traveled reduced
- Number of high-priority gaps closed
- Number of projects that provide new or improved access to transit

