

## MEMORANDUM

**To: Transportation Planning and Programming Committee** **March 31, 2011**

**From: Anne McGahan, Long Range Transportation Plan Manager**  
**MPO Staff**

**Re: Project and program investment table for Paths to a Sustainable Region: 2035**

The Boston Region Metropolitan Planning Organization is currently in the process of defining the sets of projects and programs it will consider for funding as part of its long-range transportation plan (LRTP), Paths to a Sustainable Region: 2035. It is expected that two sets of projects and programs will be modeled to help the MPO understand which set will move the region closer to achieving its visions for the future. Members will be identifying potential projects and programs for these sets in the month of April. This memorandum and attached table have been prepared to support the process of assessing and decision making.

### **BACKGROUND FOR PROJECT AND PROGRAM INVESTMENT TABLE**

Defining the transportation needs in the region is the first step in understanding how to move the region toward the MPO's desired goals as stated in its visions. The Committee took this first step by reviewing the Needs Assessment, developed for this purpose. This included data and other information on transportation needs in the six radial corridors and the Central Area of the region. The top needs that surfaced from this analysis are discussed in their own chapter, Chapter 10, Regionwide Needs Assessment.

For each radial corridor, the Central Area, and System-wide Transit, staff prepared initial tables that collected projects and programs addressing those needs. (These tables have been distributed to members.) These tables also include those projects in the current LRTP, JOURNEY TO 2030.

### **ORGANIZATION OF THE PROJECT AND PROGRAM INVESTMENT TABLE**

The attached investment table is designed to provide useful information for seeing how MPO visions and policies can be advanced in the region through funding in specific investment categories. The table illustrates how specific kinds of projects and programs support the MPO's desired goals. It also seeks to clarify what kinds of improvements can be achieved through each of the investment categories and subcategories.

The table organizes the projects and programs in investment categories. These categories represent basic types of projects by purpose. The categories are:

- Management and Operations
- State of Good Repair and Maintenance
- Modernization
- Expansion
- Clean Air and Mobility
- Transportation Equity

These major investment categories and their subcategories (transit and roadway; also freight and bicycle/pedestrian for expansion) are shown in the color-shaded rows. Projects and programs are sorted into the categories based on their primary purpose and into subcategories based on type.

The subcategories are evaluated for the primary intention and effectiveness of their projects and programs in advancing each policy. The purpose of the staff evaluations of the subcategories is to give the Committee members a snapshot of the benefits, relative to the MPO's visions and policies, of investments in that subcategory.

The table lists projects and programs that address an identified need. They are taken from the MBTA Program for Mass Transportation and the Capital Investment Program (CIP), and from the MPO's current LRTP and Regionwide Needs Assessment. In the table, information on specific projects and programs is shown in the three columns on the left. This information includes project locations (corridor and municipality) and descriptions (where known or helpful).

The next seven major column headings show the major vision and policy topics: Maintenance, Modernization and Efficiency; Livability and Economic Benefit; Mobility; Environment; Climate Change; Transportation Equity; and Safety and Security. Under each of these major topic headings are columns for the policies associated with that topic. In the rows, each investment category is given a shaded box for each policy it advances. A dark-shaded box indicates a primary goal of the investment category advances the policy; a light-shaded box shows the policy is supported as a secondary goal of the investment category.

The new investment categories of Clean Air and Mobility and Transportation Equity are also shown, though there are not projects or programs listed under them at this time. Some transit subcategories are further divided into CIP Assess Categories for additional clarity.

The column on the far right is left open for use by members and staff in noting specific project benefits or trade-offs not listed.

Attachment