

From Urban Renewal to the 3Cs: How CTPS and the Boston Region MPO Emerged from Battles Over Urban Highways

1948

The State Department of Public Works produces the first Master Highway Plan.

1968

The Eastern Massachusetts Regional Planning Project produces the *Recommended Highway and Transit Plan*, favoring highway expansion over transit and recommending highway construction that would involve significant demolition in several Boston-area communities.

1966-69

Concern grows among residents about highway construction.
The Greater Boston Committee on the Transportation Crisis is founded.
The Inner Belt expressway is reconsidered.

1969

Governor John Volpe, who is supportive of highway construction, resigns.
He is succeeded by **Francis Sargent**, who appoints a task force on transportation issues.
Boston Mayor Kevin White joins in opposition to highway construction because of concerns about displacement of residents.
Hearings are organized on Beacon Hill.

February 1970

A moratorium on highway construction in the Boston area is declared.
Governor Sargent recommends a comprehensive review of the transportation planning and programming process.

1971-73

The Boston Transportation Planning Review (BTPR) is conducted by an interagency, interdisciplinary team of technical experts and outreach staff, pioneering a new community-inclusive form of transportation planning.

November 1972

At the conclusion of the BTPR review, Governor Sargent eliminates several proposed expressway projects within the Route 128 belt, opting for a transit strategy.
Subsequently, the Governor seeks the transfer of federal interstate funds and additional transit funds to carry out a \$1 billion transit program.

Late 1972-early 1973

Several agencies* convene the Joint Regional Transportation Committee (JRTC) to serve as the region's policy advisory board for transportation planning and programming, inheriting the policy and advisory functions of the BTPR.

1973

The US Federal-Aid Highway Act of 1973 authorizes the transfer of certain interstate funds to transit projects

1974

Central Transportation Planning Staff (CTPS) is created to continue in the technical role of the BTPR staff and facilitate interagency cooperation.

March 1975

Five lead JRTC agencies sign a memorandum of understanding to serve as the Boston region's **metropolitan planning organization (MPO)**.
MPOs are charged by the federal government with conducting **3C (continuing, comprehensive, and cooperative)** transportation planning.

1975-present

The Boston Region MPO's governance structure undergoes several significant revisions, most notably in 1997 and 2011, before assuming its current form.
CTPS continues to serve as staff to the Boston Region MPO.

*Founding members include the Executive Office of Transportation and Construction, State Department of Public Works, Metropolitan Area Planning Council, Massachusetts Bay Transportation Authority (MBTA), and the MBTA Advisory Council.

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