Introduction to the Boston Region MPO

September 11, 2017

Ali Kleyman, TIP Manager
Jen Rowe, Public Participation Manager

Boston Region Metropolitan Planning Organization
Presentation Overview

➢ What do we say? (i.e. key messages)
  – What are we?
  – What do we do?
  – How can you benefit/be engaged?

➢ Where do we say it? (i.e. main venues)

➢ How do we say it? (i.e. materials)

➢ How can we improve? (i.e. challenges and solutions)
What do we say?
## Fall 2017 Public Outreach: Key Messages

<table>
<thead>
<tr>
<th>Theme</th>
<th>Messages</th>
</tr>
</thead>
</table>
| MPO planning and decision making | - The MPO conducts regional transportation planning for the 101 municipalities of the Boston Metropolitan region  
- The federal government created MPOs to facilitate fair, effective, and coordinated decisions about how to use federal transportation dollars  
- The MPO is a board of 24 members, including municipalities, regional, federal, and state transportation agencies, and advisory councils/boards |
| Long-term planning         | - The MPO continuously monitors the state of the transportation system for all travel modes and tracks progress yearly  
- Every 4 years, the MPO identifies the system’s strengths and weaknesses and creates a 20-year plan to improve transportation in the region over the next 20 years (aka the Long-range Regional Transportation Plan or LRTP)  
- The vision and goals of the active plan, *Charting Progress to 2040*, guide all of the MPO’s planning efforts and its investments  
- *Charting Progress* allocates funding for a few major infrastructure projects that cost greater than $20M or add roadway capacity (links and lanes)  
- *Charting Progress* also sets aside funding for smaller projects such as complete streets roadway reconstruction, pedestrian and bicycle connections, intersection design and traffic signal upgrades, parking expansion at transit stops, and local transit services  
- Meanwhile, the MPO seeks input into the transportation/mobility needs that will inform its next plan, *Destination 2040* |
| Project programming        | - The MPO board has discretion over a share of infrastructure funding that comes into the Boston region  
- Each year, the MPO selects which projects to fund with federal dollars during the next five years and publishes them in its capital investment plan (TIP), following the guidance established in the LRTP  
- The MPO also endorses and publishes the decisions made by other agencies (MassDOT, the MBTA, CATA, MWRTA) |
| Study selection            | - MPO staff receives federal funding for studies that help us understand the transportation system, new technologies, regulations, and user preferences  
- Each year, the MPO selects a handful of studies from the ideas generated from members, staff, and public input  
- Selected studies draw on staff expertise and produce regionally-relevant results and/or readily-implementable solutions |
| How to engage              | - Everything you need to know about the MPO’s planning and programming is present on our website  
- There are many ways to be involved: attend MPO meetings, attend Advisory Council meetings, visit staff at Office Hours and Open Houses, attend subregional group meetings, review documents and provide comments, participate in surveys  
- The best way to follow the MPO process is by signing up for our email updates (you may also follow us on Twitter)  
- Now is the time to:  
  o Provide input into transportation barriers and opportunities and study ideas  
  o Ensure that your municipal TIP contact has provided information on projects eligible for federal funding  
  o Ensure that your MPO representative(s) know about your priorities for projects and planning studies |
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# Fall 2017 Public Outreach: Key Messages

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**Boston Region Metropolitan Planning Organization**

**Planning Area and Membership**

*Improving transportation in the Boston Region through technical analysis, collaborative planning, and community engagement.*

**24 Members**

- **8** Municipalities representing subregions (elected)
- **2** Cities, at-large (elected)
- **2** Towns, at-large (elected)
- **2** City of Boston (permanent)
- **5** Transportation agencies
  - Massachusetts Department of Transportation (3 seats)
  - Massachusetts Bay Transportation Authority
  - Massachusetts Port Authority
- **2** Federal agencies (nonvoting)
  - Federal Transit Administration
  - Federal Highway Administration
- **2** Advisory councils/boards
  - Regional Transportation Advisory Council
  - MBTA Advisory Board
- **1** Metropolitan Area Planning Council

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**Key Messages**

*Community is in more than one subregion: Dover is in TRIC and SWAP; Milton and Needham are in ICC and TRIC.*
Where do we say it?

➢ Multiple approaches to engagement:

— Subregional meetings
— Partner events
— Office Hours
— TIP contact workshops
How do we say it?

➢ **General MPO information**
  - Let’s Plan!
  - Engagement Pages

➢ **TIP-focused**
  - Amendment Tables
  - TIP Interactive Database
Your Voice Matters

Charting Progress to 2040 was the first Long-Range Transportation Plan (LRTP) prepared by the Metropolitan Planning Organization (MPO) that, in addition to funding important regional roadway projects, set aside over half of the MPO’s funding for smaller projects—one that also improve mobility via public transportation, bikes, and walking. We listened to people just like you, who told us that they wanted diverse transportation options.

Now, we need your help to make that diversity a reality. The MPO expects to allocate around $100 million in federal funds annually for transportation planning and projects within the Boston region’s 101 cities and towns. Please join us in shaping our investments—we are excited to see what directions you want the MPO to explore!

Sincerely,
Karl Quackenbush
Executive Director

Smaller Projects
(each costing less than $20 million)

Major Infrastructure Projects
(each costing more than $20 million)

Investment Programs

Intersection Improvements
Modernize intersections to improve safety, mobility, and accessibility.

Community Transportation and Parking
Fund the launch of locally developed transit services supporting first- and last-mile connections to existing transit services and other destinations.

Bicycle Network and Pedestrian Connections
Expand the bicycle and pedestrian networks to provide safe access to transit, schools, employment centers, and shopping destinations.

Major Infrastructure
Modernize or expand expressways or major arterials to reduce congestion and improve safety.

Complete Streets
Modernize roadways to enhance safety and mobility for all users and encourage biking, walking, and transit use.
How to Participate

No matter who we are, where we live, or how we spend our days, transportation affects us all. The region’s roads, rails, sidewalks, paths, and ferry lines connect us to jobs, activities, and loved ones. At the same time, our trips are as unique as we are. That’s why we all have a hand in shaping the Boston region’s transportation future. There are lots of ways to be involved. Here are some options to get you started:

Speak out

Attend an MPO meeting. Tell local officials what you think. We welcome public comments at all of our meetings. Check out our meeting calendar for our meetings, agendas, minutes, and materials at ctps.org/calendar.

Visit Office Hours. Do you have a great idea? Do you have transportation questions that you would like to have answered? Stop by our office for a one-on-one conversation with a member of the MPO’s staff. We host Office Hours following the first MPO meeting of each month. Join us at Suite 2150 of the State Transportation Building, 10 Park Plaza, Boston or give us a call at 857.702.3687.

Submit a comment by mail, email, fax, phone, in person, or online. No matter how your message arrives, the MPO is all ears! Find us at:

10 Park Plaza, Suite 2150, Boston MA 02116, 857.702.3687 (voice), 617.570.9192 (fax), 617.570.9193 (TTY), and info@ctps.org.

Connect with your MPO representative

The MPO’s 24 members include state and federal agencies, advisory council/boards, the Metropolitan Area Planning Council, the City of Boston, and 12 other municipalities. Visit ctps.org/mpo to connect with the members who represent your interests.

Boston Region Metropolitan Planning Organization
Planning Area and Membership

24 Members

8 Municipalities representing subregions (elected)
2 Cities, at-large (elected)
2 Towns, at-large (elected)
2 City of Boston (permanent)

5 Transportation agencies
2 Federal agencies (nonvoting)
2 Advisory councils/boards
1 Metropolitan Area Planning Council
Development of the FFYs 2018–22 Transportation Improvement Program (TIP)

On May 25, 2017, the MPO endorsed the new TIP (pdf) (html), which allocates funding for the next five federal fiscal years (FFYs), 2018–22. Thank you to those who submitted comments and participated in the document’s development. The Federal Highway and Federal Transit Administrations are expected to approve the new TIP in the fall of 2017. See the timeline to the right for the full document and translations of its executive summary, as well as upcoming milestones, meetings, and events.

The New TIP (FFYs 2018–22)

- Executive Summary (pdf) (html)
- Resumen Ejecutivo (pdf) (html)
- Resumo Executivo (pdf) (html)
- 执行概要 (pdf) (html)
- Full Document (pdf) (html)
- Tables of projects programmed, by federal fiscal year (pdf) (html)

Process

This year, 28 potential projects were under consideration for the MPO’s target funding. The MPO must make difficult decisions about how to spend its annual allocation of approximately 95 million dollars in discretionary funding, guided by the visions, goals, objectives, and investment framework established in Charting Progress to 2040.

Each year, we follow a similar process:

1. Gather ideas and information (September-January) about possible
### 2017 Boston Region MPO Transportation Improvement Program

#### Amendment/Funding Source

<table>
<thead>
<tr>
<th>Amendment/Adjustment Type</th>
<th>MassDOT Project ID</th>
<th>MPO Name</th>
<th>Municipality Name</th>
<th>MassDOT Project Description</th>
<th>Total Programmed Funds</th>
<th>Federal Funds</th>
<th>Non-Federal Funds</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicated change in project cost</td>
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<td>Indicates removed from TIP (cost not reflected in total)</td>
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<td>Indicates a project moved in from another TIP element</td>
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<td>Indicates a project moved out to another TIP element (cost not reflected in total)</td>
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<td>Indicates a new addition to the TIP (action taken as denoted)</td>
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<td>Indicates a new funding category</td>
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</tbody>
</table>

#### Section 1D / Federal Aid Bridge Projects

**Statewide Systematic Maintenance Program**

<table>
<thead>
<tr>
<th>No Projects Programmed</th>
<th>$ -</th>
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<th>$ -</th>
<th>$ -</th>
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</table>

**On System AMENDMENT Increase Cost**

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Boston</th>
<th>MPO Name</th>
<th>Municipality Name</th>
<th>Project Description</th>
<th>Total Programmed Funds</th>
<th>Federal Funds</th>
<th>Non-Federal Funds</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>604173</td>
<td>Boston</td>
<td>BOSTON</td>
<td>Boston</td>
<td>BOSTON BRIDGE REPLACEMENT, B-16-016, NORTH WASHINGTON STREET OVER THE BOSTON INNER HARBOR</td>
<td>$62,000,000</td>
<td>$49,600,000</td>
<td>$12,400,000</td>
<td>Change AC YR 1 of 5 to 1 of 6; NHIPP/BR On System 2017 - $464,610,100 $50,200,000 (was $6,400,000); Total Programmed Federal Participating Cost increase from $144,006,616 to $157,546,736; City of Boston Contribution: $14,444,155.50, and $1,837,500 Non-Federal Aid Funds = Total Project Cost = $174,000,000</td>
</tr>
<tr>
<td>607507</td>
<td>Boston</td>
<td>WAKEFIELD</td>
<td>Muskogee</td>
<td>WAKEFIELD BRIDGE DECK REPLACEMENT, W-01-021 (2MF), HOPKINS STREET OVER I-95/ST 128 WATERS RIVER</td>
<td>$2,646,360</td>
<td>$2,117,088</td>
<td>$529,272</td>
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<tr>
<td>607504</td>
<td>Boston</td>
<td>WAKEFIELD</td>
<td>Muskogee</td>
<td>WAKEFIELD BRIDGE DECK REPLACEMENT, W-01-021 (2MF), HOPKINS STREET OVER I-95/ST 128 WATERS RIVER</td>
<td>$20,074,634</td>
<td>$16,059,707</td>
<td>$4,014,927</td>
<td></td>
</tr>
<tr>
<td>601630</td>
<td>Boston</td>
<td>WEYMOUTH</td>
<td>Abington</td>
<td>WEYMOUTH-ABINGTON RECONSTRUCTION &amp; WIDENING ON ROUTE 18 (MAIN STREET) FROM HIGHLAND PLACE TO ROUTE 139 (4.0 MILES); INCLUDES REPLACING W-32-013, ROUTE 18 OVER THE OLD COLONY RAILROAD (MBTA)</td>
<td>$12,033,818</td>
<td>$9,627,054</td>
<td>$2,406,764</td>
<td></td>
</tr>
<tr>
<td>607499</td>
<td>Boston</td>
<td>Multiple</td>
<td>Randolph</td>
<td>RANDOLPH-BOYABO SPRINGFIELD STEEL SUPERSTRUCTURE CLEANING (FULL REMOVAL) AND PAINTING OF 3 BRIDGES: R-01-005 (344), B-16-261 (390) &amp; B-21-027 (356)</td>
<td>$2,028,526</td>
<td>$1,622,821</td>
<td>$405,705</td>
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**Off System**

<table>
<thead>
<tr>
<th>No Projects Programmed</th>
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**Statewide Bridge Inspection Program**

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REVISED Draft Amendment Four
FFYs 2017-2021 Transportation Improvement Program (TIP)
### FFYs 2017-2021 Transportation Improvement Program (TIP)
#### Amendment Four: Summary of Proposed Changes, Highway Element

<table>
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<tr>
<th>Project/Program</th>
<th>Proposed Change</th>
<th>What's the Impact?</th>
<th>TIP Section / Funding Source Category</th>
<th>Programmed Cost Change From</th>
<th>Programmed Cost Change To</th>
<th>Programmed Cost Difference</th>
<th>Where Should I look in the TIP Tables?</th>
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<td><strong>AMENDMENTS</strong></td>
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<td></td>
<td>Section 1D/Federal Aid Major &amp; State Category Projects/ Statewide Congestion Mitigation and Air Quality (CMAQ)</td>
<td>$2,229,018</td>
<td>$3,191,689</td>
<td>$962,671</td>
<td>Page 6, FFY 2017 Highway Element Table</td>
</tr>
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<td><strong>FFY 2017</strong></td>
<td><em>604761; Boston- Multi-Use Trail Construction (South Bay Harbor), From Ruggles Station To Fort Point Channel</em></td>
<td><strong>INCREASE COST</strong></td>
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<td>This amendment also will change the project description to:</td>
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<td></td>
<td><em>Boston- Multi-Use Trail Construction (South Bay Harbor), From Albany Street At Union Park Street To Dorchester Avenue, Includes Traveler Street And West 4th Street</em></td>
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<td><strong>FFYs 2017-2021</strong></td>
<td></td>
<td></td>
<td>Section 1B/Federal Aid Bridge Projects</td>
<td>$144,066,616</td>
<td>$157,546,729</td>
<td>$13,480,113</td>
<td>Page 3, FFY 2017 Highway Element Table</td>
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<td><strong>604173; Boston - Bridge Replacement (B-16-016), North Washington Street over Boston Inner Harbor</strong></td>
<td><strong>INCREASE COST</strong></td>
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<td>Page 11, FFY 2018 Highway Element Table</td>
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<td></td>
<td>Total Programmed Federal Participating Cost (TFPC) increasing from $144,066,616 to $157,546,729.</td>
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<td>Page 17, FFY 2019 Highway Element Table</td>
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<td>The increase in project costs has no impact to the MPO's target program.</td>
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<td>Page 23, FFY 2020 Highway Element Table</td>
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<td></td>
<td><strong>Additional Information:</strong> FFYs 2017-21 TIP Amendment Three, increased the TFPC for this project from $112,400,000 to $144,066,616 (increase of $31,666,616).</td>
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<td>Page 29, FFY 2021 Highway Element Table</td>
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<td><strong>Current Total Project Cost:</strong> $174,000,000 (includes City of Boston Contribution: $14,444,195.50, and $1,837,500 Non-Federal Aid funds)</td>
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<td><strong>3. Project Name:</strong></td>
<td>Intersection Improvements at Massachusetts Avenue (Route 111) and Main Street (Route 27) (Kelley's Corner) Roadway Reconstruction</td>
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<td><strong>4. Project Category:</strong></td>
<td>Roadway Reconstruction</td>
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<td><strong>5. MassDOT Highway Division District:</strong></td>
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<td><strong>6. MAPC Subregion:</strong></td>
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<td><strong>7. MAPC Community Type:</strong></td>
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<td><strong>8. Estimated Cost:</strong></td>
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<td><strong>9. Evaluation Rating:</strong></td>
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Materials: TIP Online Interactive Database
Best Practice Take-aways

➢ Develop key messages in plain language = understandable by anyone

➢ Provide many open, easy, and relaxed ways to engage

➢ Design materials that are simple, focused, accessible, and engaging
How can we improve: key messages?

➢ Challenge #1: still some complexity in the work we do that we’ve found hard to simplify
How can we improve: main venues?

➢ Challenge #2: engaging the subregions despite separation of Regional Planning Agency (RPA) and MPO
How can we improve: materials?

➢ **Challenge #3:** making engagement meaningful throughout the decision-making process (avoiding sole emphasis on “public comment periods”)

Challenges and Solutions
Thank You

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