

appendix

E

Destination 2040

Vision, Goals, and Objectives

BACKGROUND

During each Long-Range Transportation Plan (LRTP) development cycle, the Boston Region Metropolitan Planning Organization (MPO) has the opportunity to review and revise its vision, associated goals, and objectives. As part of developing the *Charting Progress to 2040* LRTP in 2014 and 2015, the MPO used scenario planning to inform potential revisions to the vision, goals, and objectives. Specifically, as part of its Capacity Management and Mobility goal area, the MPO used scenario planning to determine if it should give priority to a congestion-reduction program for major arterials and express highways, or if it should prioritize lower-cost multimodal improvements. Scenario planning led the MPO to emphasize capacity management through low-cost improvements. Once the scenario planning was completed, the revised vision, goals, and objectives were adopted by the MPO as part of *Charting Progress to 2040* (adopted in 2015). The vision, goals, and objectives framework forms the basis of the criteria used in making investment decisions in the LRTP and Transportation Improvement Program.

During the development of *Destination 2040*, staff conducted outreach about the transportation needs in the MPO region. Staff also collected and analyzed data through its studies, travel-demand modeling analyses, and performance-based planning and programming process (PBPP).

Staff found that most of the *Charting Progress to 2040* goals and objectives were broad enough to cover the topics and concerns identified via public input and analysis results. However, some changes did seem warranted for *Destination 2040* to

1. better align the objectives with the roles and responsibilities of the MPO;
2. incorporate additional feedback heard during outreach; and
3. incorporate new planning requirements.

Based on the public's input, the Transportation Equity goal contains the most changes.

This appendix cites the MPO's *Charting Progress to 2040* goals and objectives, revisions, and the rationale for the *Destination 2040* revisions. The *Charting Progress to 2040* vision and goals are shown in *italics*, and the revisions for *Destination 2040* are shown in **bold**. The objectives are listed in their own tables, with the *Destination 2040* revisions shown in **bold**, along with staff's rationale for the revisions. An additional column was included in Table E-3, for the Capacity Management and Mobility goal, so that staff and the MPO could review the objectives by mode to determine if all areas were being addressed; this led to a change in the order of the listed objectives.

MPO VISION

Charting Progress to 2040 Vision:

The Boston Region Metropolitan Planning Organization envisions a modern transportation system that is safe, uses new technologies, and provides equitable access, excellent mobility, and varied transportation options—in support of a sustainable, healthy, livable, and economically vibrant region.

Destination 2040 Changes:

*The Boston Region Metropolitan Planning Organization envisions a modern, **well-maintained** transportation system that **supports a sustainable, healthy, livable, and economically vibrant region. To achieve this vision, the transportation system must be safe and resilient; incorporate emerging** technologies; **and** provide equitable access, excellent mobility, and varied transportation options.*

The *Charting Progress to 2040* vision incorporated themes from all of the goal areas. Staff proposed the revisions for *Destination 2040* to emphasize that the System Preservation goal includes a well-maintained and resilient transportation system. It also includes editorial revisions.

SAFETY GOAL AREA

Staff found that the *Charting Progress to 2040* safety goal and objectives were broad enough to cover the topic areas and concerns identified through public input and analysis results. The *Destination 2040* revisions to the objectives outlined in Table E-1 were designed to incorporate additional types of safety events besides crashes, and to align better the objectives with the roles and responsibilities of the MPO, which are focused on capital investment as opposed to operations.

Charting Progress to 2040 and Destination 2040 Goal

- **Charting Progress to 2040 Goal:** Transportation by all modes will be safe
- **Destination 2040 Goal:** No changes

Charting Progress to 2040 and Destination 2040 Objectives

**Table E-1
Safety Objectives**

Charting Progress to 2040 Objective	Destination 2040 Objective	Rationale
Reduce number and severity of crashes, all modes	Reduce the number and severity of crashes and safety incidents for all modes	Change is more inclusive of transit system safety events that are not crashes
Reduce serious injuries and fatalities from transportation	Same	N/A
Protect transportation customers and employees from safety and security threats	Make investments and support initiatives that help protect transportation customers, employees, and the public from safety and security threats	Focuses on the MPO's role, capital investment, rather than operations

MPO = Boston Region Metropolitan Planning Organization. N/A = Not applicable or available.

Source: Boston Region MPO.

SYSTEM PRESERVATION GOAL AREA

Staff found that the *Charting Progress to 2040* System Preservation goal and its objectives were broad enough to cover the topics and concerns identified through public input and analysis. However, staff proposed to incorporate modernization into the System Preservation goal statement. *Destination 2040* revisions to the objectives were restructured to include broader objectives in three categories—maintenance, modernization, and resiliency. With that change, staff also requested the MPO's feedback on potentially changing the goal name from System Preservation to System Preservation **and Modernization**. The MPO agreed with this change.

Although resiliency was included in one of the *Charting Progress to 2040* objectives, staff also proposed to include resiliency in the System Preservation goal statement. Addressing climate change remains a priority for the MPO and has become a core goal of the Commonwealth. Feedback from public outreach also indicated the importance of creating a resilient transportation network to mitigate climate change and maintain existing sidewalks.

Charting Progress to 2040 and Destination 2040 Goal

- **Charting Progress to 2040 Goal:** *Maintain the transportation system*
- **Destination 2040 Goal:** *Maintain **and modernize** the transportation system **and plan for its resiliency***

Charting Progress to 2040 and Destination 2040 Objectives

Table E-2
System Preservation and Modernization Objectives

Charting Progress to 2040 Objective	Destination 2040 Objective	Rationale
Improve condition of on- and off-system bridges	Maintain the transportation system, including roadway, transit, and active transportation infrastructure, in a state of good repair	Creates a broader goal to include the infrastructure previously identified in existing objective—bridges, pavement, and transit; but also to include sidewalks (identified as a need in public outreach)
Improve pavement conditions on MassDOT-monitored roadway system	Delete	This objective was included in the first objective
Maintain and modernize capital assets, including transit assets, throughout the system	Modernize transportation infrastructure across all modes	Focuses on modernization, reducing overlap with objective above, which focuses on maintenance; this modernization objective could address obsolete assets and incorporate new technologies into existing systems
Prioritize projects that support planned response capability to existing or future extreme conditions (sea level rise, flooding, and other natural and security-related man-made impacts)	Same	N/A

MassDOT = Massachusetts Department of Transportation. N/A = Not applicable or available.

Source: Boston Region MPO.

CAPACITY MANAGEMENT AND MOBILITY GOAL AREA

As a result of outreach and analysis, staff believed that while the Capacity Management and Mobility goal required little modification, the objectives required some rearrangement and minor modifications. Staff believed that many of the region's needs were covered under the *Charting Progress to 2040* goals and objectives.

The revision to the *Charting Progress to 2040* goal to “increase transportation options” reflects analysis as well as public input that the MPO should promote transit, walking, and biking while attempting to support congestion mitigation. It should also remain flexible in the face of emerging technologies and mobility paradigms such as connected and autonomous vehicles and transportation network companies such as Uber and Lyft.

In addition, the MPO must respond to a wide variety of federal performance metrics, as well as values and mandates that derive from state-level legislation. The updates to the Capacity Management and Mobility goals and objectives were intended to capture public input and new MPO commitments, as well as to align the objectives better with the MPO's role in the transportation planning process.

Charting Progress to 2040 and Destination 2040 Goal

- **Charting Progress to 2040 Goal:** *Use existing facility capacity more efficiently and increase healthy transportation capacity*
- **Destination 2040 Changes:** *Use existing facility capacity more efficiently and increase transportation options*

Charting Progress to 2040 and Destination 2040 Objectives

As mentioned earlier, Table E-3 contains an additional column that allowed the MPO and staff to review the objectives by mode to determine if all areas are being addressed. This led to a change in the order of the listed objectives.

Table E-3
Capacity Management and Mobility Objectives

Mode	Charting Progress to 2040 Objective	Destination 2040 Objective	Rationale
All	Improve access to/ accessibility of transit and active transportation modes	Improve access to and accessibility of all modes, especially transit and active transportation	<p>Accessibility of transportation modes, especially new/emerging modes, is a major concern for many in MPO region (learned from outreach).</p> <p>Accessibility objectives are also included in the transportation equity and economic vitality goal areas</p>
Roadway	Implement roadway management/operations strategies, constructing improvements to bicycle/ pedestrian network, and supporting community-based transportation	Support implementation of roadway management and operations strategies to improve travel reliability, mitigate congestion, and support non-single-occupant vehicle travel options	Focuses text on MPO's role (capital investment rather than management/ operations). Also incorporates reliability objectives of federal PBPP
Roadway	Emphasize capacity management through low-cost investments; prioritize projects that focus on lower-cost operations/ management-type improvements such as intersection improvements, Complete Streets solutions	Emphasize capacity management through low-cost investments; prioritize projects that focus on lower-cost operations/ management-type improvements such as intersection improvements, transit priority , and Complete Streets solutions	Links roadway objective to transit reliability objective by including transit priority as a low-cost improvement concept
Transit	Improve reliability of transit	Same	N/A
Transit	Increase percentage of population and employment within one-quarter mile of transit stations and stops	Same	N/A
Transit/ Accessibility	Support community-based and private-initiative services and programs to meet last-mile, reverse commute, and other non-traditional transit/ transportation needs, including those of people 75 years old or older and people with a disability	Support community-based and private-initiative services and programs to meet first-/last-mile , reverse commute, and other non-traditional transit/transportation needs, including those of people 75 years old or older and people with a disability	Corrects term to include first- as part of the first-/last-mile service

Mode	Charting Progress to 2040 Objective	Destination 2040 Objective	Rationale
Transit/ Parking	Increase automobile and bicycle parking capacity and usage at transit stations	Support strategies to better manage automobile and bicycle parking capacity and usage at transit stations	Qualifies language to suggest MPO wants to support concepts such as remote parking shuttles/ empty lot leases rather than constructing new spots
Bicycle/ Pedestrian	Create connected network of bicycle and accessible sidewalk facilities (both regionally and in neighborhoods) by expanding existing facilities and closing gaps	Fund improvements to bicycle/pedestrian networks aimed at creating a connected network of bicycle and accessible sidewalk facilities (both regionally and in neighborhoods) by expanding existing facilities and closing gaps	Focuses text on MPO's role of funding capital investments
Bicycle	Increase percentage of population and places of employment with access to bicycle facilities	Increase percentage of population and places of employment with access to facilities on the bicycle network	Links to the previous objective and clarifies that bicycle facilities are most valuable when connected in a network
Freight	Eliminate bottlenecks on freight network	Eliminate bottlenecks on freight network/ improve freight reliability	Incorporates freight reliability objectives of federal PBPP
Freight/ Intermodal	Enhance intermodal connections	Enhance freight intermodal connections	Specifies freight intermodal connection

N/A = Not applicable or available. MPO = Boston Region Metropolitan Planning Organization. PBPP = Performance-based planning and programming process.

Source: Boston Region MPO.

TRANSPORTATION EQUITY GOAL AREA

The *Destination 2040* changes to the goals and objectives for Transportation Equity reflect

- Public input and analyses documented in the Needs Assessment;
- Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) Title VI, environmental justice (EJ), and other nondiscrimination guidance; and
- Consideration of all equity populations¹ in all aspects of the MPO's planning and decision-making process beyond people who identify as minority or are members of low-income households.

¹ Equity populations are populations that are protected by Title VI, EJ, or other nondiscrimination mandates: people who identify as minority, have limited English proficiency, are 75 years old or older or 17 years old or younger, or have a disability; or are members of low-income households.

The changes tie the equity goal more closely with the other MPO goals, recognizing that equity is integral to all MPO activities. To that end, the MPO also considers the effects of its investments on equity populations in the context of the other goal areas, even if they are not stated as objectives—for example, this could include analyzing the safety effects on equity populations.

Because of themes that have emerged as part of the Needs Assessment, staff proposed to add two new objectives—improved accessibility for people with a disability and investments to support transportation needs of the elderly (people 75 years old or older) and youth (people 17 years old or younger) populations in the region. While transportation needs of the elderly and youth populations, and people with a disability, are encompassed in other objectives, their prominence in the Needs Assessment suggests that they deserve particular attention. In addition, the region’s elderly population is projected to increase.

The *Charting Progress to 2040* goal and objectives were refined to focus on the potential effects—whether benefits or burdens—of MPO investments on equity populations. This change reflects the MPO’s recent and planned work that examines the potential benefits and burdens associated with MPO investments. In addition, the objective related to public outreach was removed because the goals and objectives are concerned with transportation system outcomes, rather than the MPO’s planning processes. This change in no way reflects the MPO’s commitment to ensuring that all people have meaningful opportunities to be engaged in MPO activities. Instead, this commitment will be described in detail in a revised MPO Public Participation Plan, and documented in the public outreach process for the LRTP, *Destination 2040*.

The changes to the *Charting Progress to 2040* goal and objectives also brought them into alignment with guidance from FHWA and FTA by clarifying which equity populations are covered and by expanding the populations that are covered to include all equity populations, per federal guidance. The *Charting Progress to 2040* goal and objectives refer only to minority and low-income populations, whereas FTA and FHWA recommend including all populations protected by federal mandates throughout the entire MPO planning process.

Charting Progress to 2040 and Destination 2040 Goal

- **Charting Progress to 2040 Goal:** *Provide comparable transportation access and service quality among communities, regardless of income level or minority population*
- **Destination 2040 Changes:** *Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, age, income, ability, or sex*

Charting Progress to 2040 and Destination 2040 Objectives

**Table E-4
Transportation Equity Objectives**

Charting Progress to 2040 Objective	Destination 2040 Objective	Rationale
Target investments to areas that benefit high percentage of low-income and minority populations	Prioritize MPO investments that benefit equity populations*	Focuses on effects of transportation on people, rather than on where people live; people who live near a project may not necessarily benefit from it. Also, the populations covered by this objective are expanded to include all equity populations, as recommended by federal guidance
Minimize any burdens associated with MPO-funded projects in low-income/minority areas	Minimize potential harmful environmental, health, and safety effects of MPO-funded projects for all equity populations*	States types of effects that will be addressed, which relate directly to other MPO goal areas. Also, the populations covered by this objective are expanded to include all equity populations, as recommended by federal guidance
Break down barriers to participating in MPO-decision making	Delete	Because goals/objectives relate to transportation system outcomes, this and other process-oriented objectives will be described in future revisions to MPO's Public Participation Plan and included in public-outreach chapter of <i>Destination 2040</i>
N/A	Promote investments that support transportation for all ages (age-friendly communities)	A new objective based on results of the needs assessment; transportation needs of youth and elderly populations emerged as a major theme
N/A	Promote investments that are accessible to all people regardless of ability	A new objective based on results of the needs assessment; ensuring that all people have access to transportation regardless of ability emerged as a major theme

* Equity populations include people who identify as minority, have limited English proficiency, are 75 years old or older or 17 years old or younger, or have a disability; or are members of low-income households.

N/A = Not applicable or available. MPO = Boston Region Metropolitan Planning Organization.

Source: Boston Region MPO.

CLEAN AIR/CLEAN COMMUNITIES GOAL AREA

Staff proposed to change the name of the goal area from Clean Air/Clean Communities to Clean Air/**Sustainable** Communities, as “Sustainable Communities” could include more types of environmental initiatives. The MPO agreed with this change. Staff proposed changes to the objectives to include other regional and state plans and policies that were being implemented in the region regarding climate change.

Charting Progress to 2040 and Destination 2040 Goals

- **Charting Progress to 2040 Goal:** *Create an environmentally friendly transportation system*
- **Destination 2040 Changes:** *No changes*

Charting Progress to 2040 and Destination 2040 Objectives

Table E-5
Clean Air/Sustainable Communities Objectives

Charting Progress to 2040 Objective	Destination 2040 Objective	Rationale
Reduce GHG emissions generated in Boston region by all transportation modes as outlined in the GWSA	Reduce greenhouse gases generated in Boston region by all transportation modes	Change makes reduction of GHG emissions broader than those addressed in the GWSA; this would cover all work undertaken in the region and Commonwealth
Reduce other transportation-related pollutants	Same	N/A
Minimize negative environmental impacts of the transportation system	Same	N/A
Support land use policies consistent with smart and healthy growth	Support land use policies consistent with smart, healthy, and resilient growth	Change adds resilient to refer to clean energy policies

GHG = greenhouse gas. GWSA = Global Warming Solutions Act. N/A = Not applicable or available.

Source: Boston Region MPO.

ECONOMIC VITALITY GOAL AREA

After conducting analysis and outreach concerning the region’s needs, staff found that the majority of concerns were addressed in the *Charting Progress to 2040* Economic Vitality goal and objectives. However, staff proposed a change to one objective based on public input regarding the workforce population—that it should be inclusive of all populations. Other changes include the incorporation of freight as an important part of targeted development, inclusion of *Focus40* “Priority Places” as targeted development sites and the reference to the regional land use plan.

Charting Progress to 2040 and Destination 2040 Goals

- **Charting Progress to 2040 Goal:** *Ensure our transportation network provides a strong foundation for economic vitality*
- **Destination 2040 Changes:** *No changes*

Charting Progress to 2040 and Destination 2040 Objectives

Table E-6
Economic Vitality Objectives

Charting Progress to 2040 Objective	Destination 2040 Objective	Rationale
Respond to mobility needs of 25–34-year-old workforce	Respond to mobility needs of the workforce population	Objective should address mobility needs of all populations in the workforce including older adults, youth, persons with disabilities, and equity populations, not just the 25–34-year-old age group.
Minimize burden of housing/ transportation costs for residents in the region	Same	N/A
Prioritize transportation investments that serve targeted development sites	Prioritize transportation investments that serve residential, commercial, and logistics targeted development sites and “Priority Places” identified in MBTA’s Focus 40 plan	This identifies types of targeted development to include freight as an important part of economic activity. Included “Priority Places” based on a comment received during the public comment period.
Prioritize transportation investments consistent with compact-growth strategies of MetroFuture	Prioritize transportation investments consistent with compact-growth strategies of the regional land use plan	Changed MetroFuture to “the regional land use plan” since this plan is currently being updated as MetroCommon 2050.

N/A = Not applicable or available.

Source: Boston Region MPO.



CONCLUSION

The MPO discussed the proposed changes to the vision, goals, and objectives at its November 15, 2018, meeting. The proposed changes were made available for public comment and the MPO conducted a survey to solicit feedback. At the MPO's meeting on January 17, 2019, after reviewing public comments and survey responses, the MPO agreed to the revised vision, goals, and objectives. The MPO will use the revised vision and goals to guide all of its planning efforts and investment decisions.