

**Table 1:  
Existing Investment Programs to Consider for *Destination 2040***

The investment programs below are those that are included in *Charting Progress to 2040*, the MPO's current Long-Range Transportation Plan (LRTP). Each program is oriented towards different types of transportation improvement projects, and the MPO uses these programs as a framework for allocating its discretionary investment dollars during the life of the LRTP. These investment programs can encourage municipalities, MassDOT, or other entities to design particular types of projects and advance them to the MPO for consideration. Established programs can also provide a way for the MPO to set aside funds for opportunities to achieve specific goals or objectives, such as those related to resiliency.

During the *Destination 2040* planning process the MPO may decide to maintain its existing investment programs, or it may decide to modify or eliminate one or more of these programs. The table below describes the MPO's existing investment programs and the relationship between these programs and the MPO's goal areas.

Existing Investment Program	Description	Safety	System Preservation	Capacity Management and Mobility	Clean Air and Sustainable Communities	Transportation Equity	Economic Vitality
Major Infrastructure	This program includes all projects on roadway or transit systems that add capacity to the transportation network or cost over \$20 million. Projects in this category could include large-scale Complete Streets projects, interchange modernizations, or transit expansion projects.	X	X	X	X		X
Intersection Improvements	This program funds intersection projects that modernize existing signals, add signals, or otherwise improve signal operations to improve safety, mobility, and reliability. Eligible improvements could also include the addition of turning lanes, shortened crossing distances for pedestrians, sidewalk improvements and curb cuts, and striping and lighting for bicyclists.	X	X	X	X	X	X
Complete Streets	The Complete Streets Program modernizes roadways to improve safety and mobility for all users. Improvements can consist of continuous sidewalks and bicycle lanes, cycle tracks, and other bicycle facilities, as well as updated signals at intersections along a corridor. Improvements could also address other roadway infrastructure in the corridor, such as bridges, drainage, pavement, and roadway geometry. The improvements will reduce delay and improve bus transit reliability. Expanded transportation options and better access to transit will improve mobility for all and encourage mode shift.	X	X	X	X	X	X

Existing Investment Program	Description	Safety	System Preservation	Capacity Management and Mobility	Clean Air and Sustainable Communities	Transportation Equity	Economic Vitality
Bicycle Network and Pedestrian Connections	<p>This program expands bicycle and pedestrian networks to improve safe access to transit, school, employment centers, and shopping destinations. Bicycle and pedestrian connection projects could include constructing new, off-road bicycle or multi-use paths, improving bicycle and pedestrian crossings, or building new sidewalks. Improvements may also consist of traffic calming, sidewalk network expansion, and upgrades similar to those in a Complete Streets Program, or enhanced signage and lighting.</p>	X	X	X	X	X	X
Community Transportation/Parking/Clean Air and Mobility	<p>This program includes a combination of the following types of projects:</p> <p>1) Community Transportation: 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.</p> <p>2) Park-and-Ride: Targets funding to construct additional parking at transit stations that are at capacity, or at other viable locations. The MPO can decide to separate parking from this program (see Table 2 - Proposed Programs).</p> <p>3) Clean Air and Mobility Program: Funds projects that improve mobility and air quality and promote mode shift. Examples include bike-share projects or shuttle-bus services.</p>			X	X	X	X

**Table 2:  
Proposed Investment Programs to Consider for *Destination 2040***

The capital investment programs below are those that MPO staff proposed based on their analysis for the *Destination 2040* Needs Assessment and public feedback. Like the existing capital investment programs, these programs are oriented towards particular types of transportation improvement projects. These investment programs can encourage municipalities, MassDOT, or other entities to design particular types of projects and advance them to the MPO for consideration. Established programs can also provide a way for the MPO to set aside funds for opportunities to achieve specific goals or objectives, such as those related to resiliency.

The table below describes these proposed investment programs and their relationship to the proposed programs and the MPO's goal areas.

Proposed Investment Program	Description	Safety	System Preservation	Capacity Management and Mobility	Clean Air and Sustainable Communities	Transportation Equity	Economic Vitality
Bus Mobility Program (Dedicated Bus Lanes and Infrastructure)	A new program could be implemented through the Long-Range Transportation Plan and Transportation Improvement Program to provide funding for municipalities to construct dedicated bus lanes and otherwise support projects that improve bus mobility and reliability. The MPO may fund lane striping and other roadway geometry and infrastructure improvements to demarcate bus lanes. It may also fund installations or upgrades to signals to enhance transit signal priority. These types of improvements can help to alleviate congestion and allow faster and more reliable (or predictable) travel times for bus riders. The service improvements realized by bus lanes could also induce a mode shift from the single-occupant vehicle to transit, which would reduce emissions. This program would benefit Transportation Equity populations that rely on the bus system.			X	X	X	X
Enhanced Park-and-Ride Program	Revisit the existing Community Transportation/Parking/Clean Air and Mobility Program and consider allocating more funding for additional park-and-ride spots at transit stations for commuter rail and rapid transit customers. This program could help induce mode shift and reduce transportation-related emissions.			X	X		X

Proposed Investment Program	Description	Safety	System Preservation	Capacity Management and Mobility	Clean Air and Sustainable Communities	Transportation Equity	Economic Vitality
Climate Resiliency Program	This program could provide funding for transportation network resiliency improvements. It could be coordinated with the Commonwealth's Municipal Vulnerability Preparedness program which provides support for cities and towns in Massachusetts to plan for climate change resiliency and implementing priority projects. Projects funded through this program could include stormwater management projects or signal upgrades that might not fall under the MPO's Complete Streets or Intersection Improvement programs.		X		X		
Transit Modernization Program	This program could address safety as well as system preservation needs. Depending on the location and type of project, it could also address clean air, transportation equity and economic vitality needs. The MPO would coordinate with MassDOT, the MBTA, and regional transit authorities (RTAs) in the region to identify opportunities to flex the MPO's discretionary funding to modernization projects. This program could target specific types of modernization projects—such as station or facility improvements or climate resiliency projects—to effectively coordinate with the MBTA and the region's RTAs to improve transit infrastructure.	X	X		X	X	X
Interchange Modernization	This program would modernize interchanges on the region's roadway system. It would improve safety, reduce congestion, and improve mobility, which would reduce transportation-related emissions. Projects in this program would potentially be included in the Major Infrastructure Program.	X	X		X		X
Connect Elderly Adults with Transportation	The MPO or another entity could take the lead on developing a program to connect elderly adults with transportation options, such as transportation network companies. This program would restore mobility to elderly adults who can no longer drive and who might not be familiar with the new technologies and transportation options that now exist. This could also be part of the Community Transportation Program.			X		X	