



Destination 2040 Projects and Programs

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Meeting Outcomes

1. Policies and Issues
2. Revised Scenarios
3. MPO Project Selection

Investment Program Funding Goals

| Investment Program | <i>Destination 2040 Program Goal</i> |
|---|--------------------------------------|
| Major Infrastructure | No more than 30 percent |
| Complete Streets + Dedicated Bus Lanes | 43 + 2 = 45 percent |
| Intersection Improvement | 13 percent |
| Bicycle Network and Pedestrian Connections | 5 percent |
| Community Transportation/Parking/Clean Air and Mobility | 2 percent |
| Transit Modernization | 5 percent |

Major Infrastructure Discussion Items

1. Do not program a single project that requires more than 30 percent of funding in a five-year time band
2. Continue funding projects in *Charting Progress to 2040*
3. Flex highway funding to transit major infrastructure projects
4. Leave some major infrastructure funding unallocated
5. Consider illustrative projects

Discussion Item #1

Do not program a single project that requires more than 30 percent of funding in a five-year time band

Charting Progress to 2040 policy—Major Infrastructure (MI) goal: Program no more than 50 percent of funding to MI and do not program a single project that costs more than 50 percent of funding in a five-year time band

Destination 2040 consensus—MI goal: Program no more than 30 percent of funding to MI

Discussion Item #2

Continue funding *Charting Progress to 2040* projects

- Framingham—Intersection improvements at Route 126/135 (current cost estimate \$115M, inflated cost \$184M)
- Lexington—Route 4/225 and Hartwell Avenue (current cost estimate \$31M, inflated cost \$49M)
- Natick—Bridge Replacement on Route 27 over Route 9 (current cost in TIP Universe \$26M, inflated cost \$31M)
- Somerville—McGrath Boulevard (current cost estimate \$66M, inflated cost \$87M)

Discussion Item #3

Flex highway funding to transit major infrastructure projects

1. Transit projects in Universe. All projects in the study phase with no cost estimates:
 - Silver Line to Everett
 - Green Line to Route 16
 - Rail Vision Implementation
 - Red Line/Blue Line Connector
2. Reserve funding in outer time bands for recommendations from completed studies

Discussion Item #4

Leave some major infrastructure funding unallocated

Unallocated funding reserved for:

1. Projects that may emerge in the future (both highway and transit projects)
2. Cost overruns—many projects in the Universe of Projects list are conceptual without a final design or alternative and costs are only estimates

Discussion Item #5

Consider illustrative projects

Illustrative Projects: Projects that cannot be funded in the financially constrained plan that the MPO wants to prioritize if additional funding becomes available in the future

Revisions to Summary of Major Infrastructure Project Spreadsheet

Added Columns for:

1. Project type
2. Change in capacity

Updated Project Descriptions:

1. Boston—Cypher Street Extension
2. Boston—New Summer Street Connector

Staff Proposals: Major Infrastructure Projects

Scenario 1

Staff Proposal

- Continue to fund the four projects in *Charting Progress to 2040*
- Fund seven projects that were included in **light green—municipal priority with action being taken to advance the project**
- Fund one blue project with no municipal feedback but MassDOT action is being taken to advance the project

Scenario 1A

Reclassify Major Infrastructure to Complete Streets

- Identical to Scenario 1 but reclassified Major Infrastructure projects to Complete Streets program:
 - McGrath Boulevard in Somerville
 - Western Avenue in Lynn
- Results in the Major Infrastructure program allocation at 10 percent and Complete Streets at 65 percent in 2025–2029 time band

Scenario 4

Outer Time Band Unprogrammed

- Continue to fund four projects in *Charting Progress to 2040*
- Fund one project included in light green—**Western Avenue in Lynn**
- This results in the majority of FFYs 2035–40 time band being unallocated

Selection of Major Infrastructure Projects for Draft LRTP



Questions?