



Destination 2040

Major Infrastructure Investment Program Definition

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MPO's Investment Programs



Complete Streets



Intersection Improvement



Bicycle Network and Pedestrian Connections



Community Connections



Transit Modernization



Major Infrastructure

More details on each program are shown in Table 1 of the memorandum

Key Points on the Major Infrastructure (MI) Program from MPO Members

- Should be a cost threshold to retain a level of scrutiny for more expensive projects
- Should capture projects that have a regional impact
- Should be a way of accounting for projects that do not change capacity but do have an impact on a wide range of the public
- Keep in mind the MPO policy for a low-cost operations and management approach to programming

Major Infrastructure

Current MI Project Definition:

- Changes capacity to the transportation network, and/or
- Costs more than \$20 million
- It is the policy of the MPO to list all MI projects in the Long-Range Transportation Plan (LRTP)

MI Definition: Capacity Changes

Historically Based on the Federal Definition for a Regionally Significant Project:

A project that is on a facility that serves regional transportation needs and provides access

- to and from the area outside of the MPO region;
- to major activity centers in the region;
- to major planned developments, such as new retail malls, sport complexes, etc.; and
- to transportation terminals.

These projects would be modeled and at a minimum, the model should include all principal arterial highways and all fixed-guideway transit facilities.

MI Definition: Cost Threshold

Federal Guidance for Cost Thresholds:

- *Journey to 2030 Major Amendment* (2008)—all projects more than \$10 million should be included in the LRTP
- *Charting Progress to 2040* (2016)—all projects more than \$20 million should be included in the LRTP
- *Destination 2040* (2019)—no cost threshold

Themes for Consideration in the MI Program

- Cost thresholds may provide a way to identify projects that merit further scrutiny.
- A project may not need to change capacity to have regional impacts.
- A project may change capacity but not have regional impacts.
- MI definitions that focus on federal requirements for projects that should be included in the LRTP may not meet the MPO's needs in the MI program.

Themes for Consideration in the MI Program

- Roadway functional classification
- Environmental Assessment or Environmental Impact Statement requirements
- Projects requiring federal or state approval or oversight
- Projects that cross MPO boundaries
- Projects that will be funded with federal discretionary grant programs
- Projects that serve specific destinations within the region
- Other project characteristics, such as whether a project includes an interchange

Roadway Functional Classification



Interstate Highways



Principal Arterial Freeways or Expressway



Principal Arterials—Other



Minor Arterials



Collector Roadways



Local Roads

MI Definitions

Staff Recommendations

- Separate MI projects from regionally significant projects for air quality analysis
- Cost threshold amount to increase from \$20 million to \$50 million
- For roadway capital improvement projects under \$50 million, MI project is considered MI if the roadway is classified as:
 - Interstate Highway
 - Principal Arterial Freeway and Expressway; or
 - Principal Arterial “Other” that has fully or partially controlled access
- For transit capital improvement projects under \$50 million, a project is MI if it creates a new connection or extends the MPO’s rail or fixed-guideway rail, and transit network or bus rapid transit network
- Other projects can be added to the MI program at the MPO’s discretion

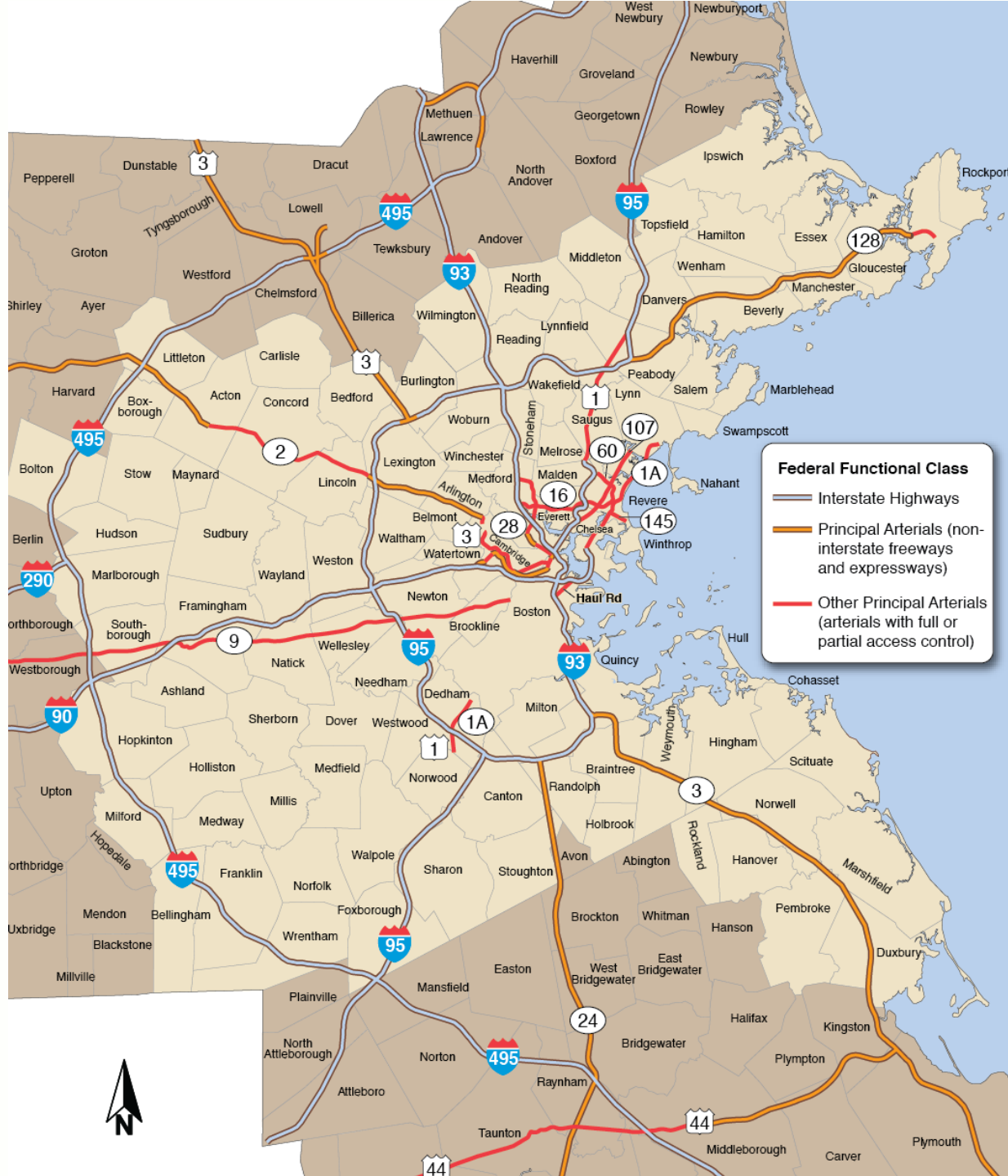
MI Definitions

Staff Proposed Definition

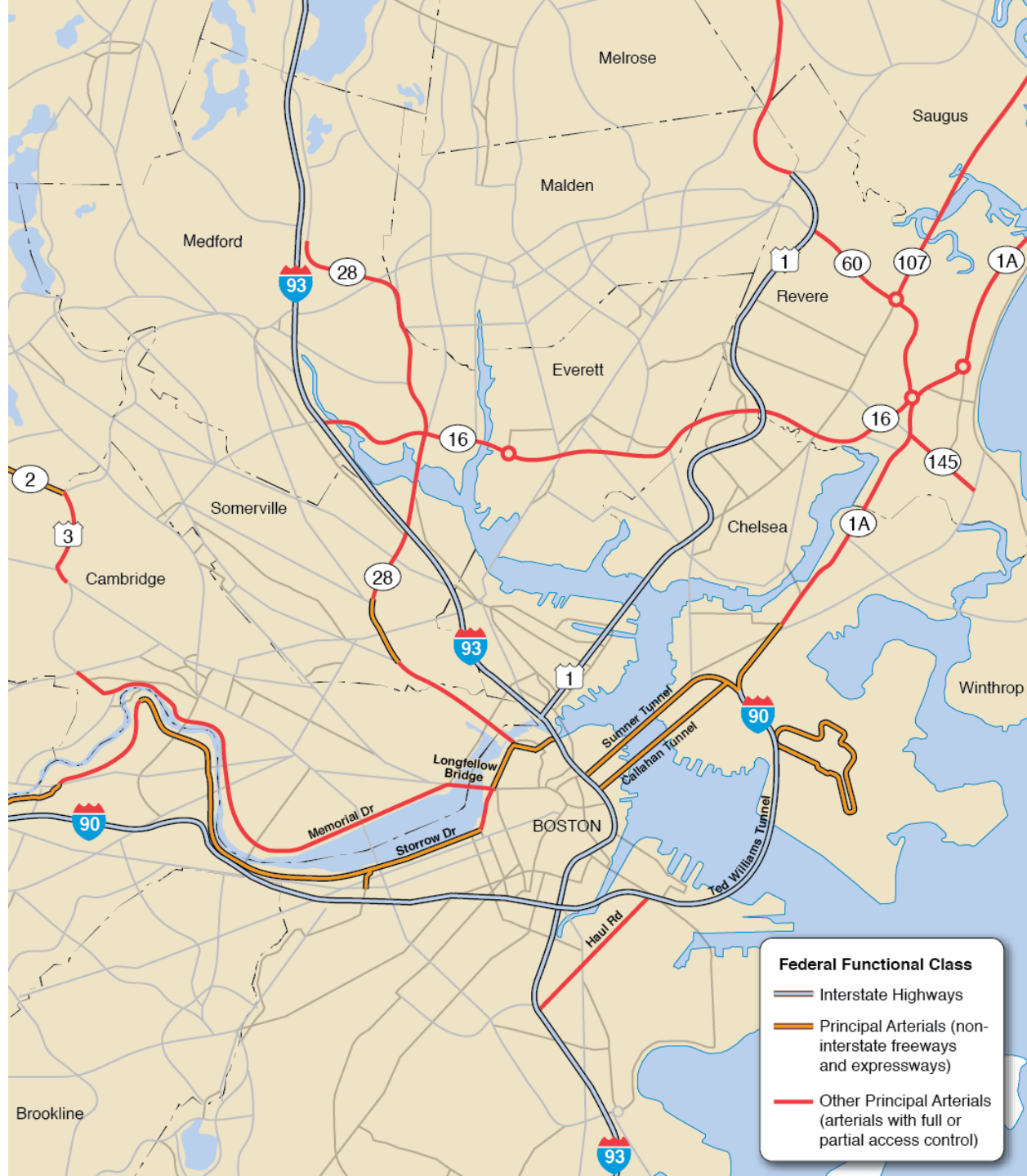
- MI roadway projects:
 - Capital projects on Interstate Highways; Principal Arterial Freeways and Expressways; or all sections of roadways classified as Principal Arterial “Other” that have fully or partially controlled access
 - Projects that cost \$50 million or more
- MI transit projects:
 - Capital projects that add new connections to or extend the rail or fixed guideway transit network or extend the bus rapid transit network
 - Projects that cost \$50 million or more



Higher Functional Classification Roadways—Boston Region



Higher Functional Classification Roadways—Inner Core



Impacts of Changing MI Definitions

- Majority of projects move from the MI program to Complete Streets program
- Other than the Complete Streets program, the main criteria for other investment programs is if the project costs more than \$50 million
- Outliers include bridge replacement projects

Tables 2 through 6 in the memorandum provide information on projects that are currently programmed or under consideration

Impacts of Changing MI Definitions

Investment Program	Destination 2040 Goals	Federal Fiscal Years 2020–24		Federal Fiscal Years 2025–29	
		Current Definition	Proposed Definition	Current Definition	Proposed Definition
Major Infrastructure	No more than 30%	34%	29%	41%	36%
Complete Streets	45	48	53	34	39
Intersection Improvement	13	12	12	13	13
Bicycle/Pedestrian	5	5	5	5	5
Community Connection	2	1	1	2	2
Transit Modernization	5	0	0	5	5
Total	100%	100%	100%	100%	100%

Questions and Discussion

Policies on MI Project Scoring

Staff Recommendations

- All projects being considered for the LRTP continue to be evaluated on how well they address the MPO goals established in the LRTP, and are assigned an LRTP score regardless of the design status.
- Any MI projects that have advanced to the 25 percent design phase will also get a Transportation Improvement Program (TIP) score using the TIP criteria.
- The MPO should adopt a formal policy of rescoring all MI projects when the projects are ready for programming in the TIP, with the assumption that the project will not automatically be programmed in the TIP.

Policies on MI Project Programming

Staff Recommendations

- The MPO should adopt a policy that the status of all MI projects included in the previous LRTP be reviewed during the development of a new LRTP to ensure that projects are moving forward.
- If there is no movement in design or construction or if a schedule for implementation is not available, the MPO should consider placing the project in the Universe of Projects for consideration in future LRTPs.

Questions and Discussion