



MEMORANDUM

To: MPO Policy Committee

From: CMAP staff

Date: March 3, 2016

Re: Update on identifying regionally significant projects for ON TO 2050

The next long-range regional plan is an opportunity to improve the definition and scope of transportation projects considered in the plan to best incorporate those that have regional impacts. Expanding the types of projects to be included can help ensure that policy makers have ready access to the best information possible to make cooperative, transparent, and prioritized investment decisions. The Transportation Committee (TC), CMAP Board, and MPO Policy Committee have all held discussions over the past few months on alternative thresholds for projects to include in the next long-range plan. These conversations led to general, but not complete, consensus that a cost threshold should be used to help identify regionally significant projects and that some non-capacity or state of good repair projects should be included in the plan.

As a result of these discussions, it was proposed that the next regional plan specifically list projects that:

1. Cost at least \$100 million and (a) change capacity on the National Highway System (NHS) or that are new expressways or principal arterials, or (b) change capacity on transit services with some separate rights-of-way or shared right-of-way where transit has priority over other traffic; or
2. Cost at least \$250 million, regardless of the facility type or work type.

At the November 2015 TC meeting, staff recommended moving forward with these thresholds on a trial basis by working with implementers to develop an early list of projects that meet the thresholds and then reporting back to the TC in the spring on the thresholds' appropriateness. Staff has nearly completed this series of meetings and plans to report back to TC in May.

ACTION REQUESTED: Discussion

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