

2050 Metropolitan Transportation Plan (MTP)

Performance Measures – Investment in Existing Highways (I.c)

Goal – Protect the Human and Natural Environment and Minimize Climate Change

Objective – Reduce negative impacts on natural and cultural environment

This transportation measure demonstrates the level of investment in existing highways as opposed to new highways. Generally, new highways are more damaging to the natural and cultural environment than improvements to existing highways because the new highways introduce negative impacts where there previously were none. Given this assumption, improvements to existing highways are preferred over the construction of new highways, and therefore higher percentages of investments in existing highways is preferred.

The tables on the next page show the total highway miles and investment (i.e., costs) and the overall percentage for CAMPO and DCHC MPO. Note that *Widening* means that additional travel lanes are added to an existing highway, and that *Other* includes modernizations, superstreets, added medians, conversions to two-way traffic and several other improvements that do not add travel lanes to existing highways. Only 15% of the highway miles and only 19% to 24% of the investment is *New Location*.

CAMPO and DCHC MPO Investment in Highway Miles

Highway Miles	Region	CAMPO	DCHC MPO
New Location	184	163	21
Widening	804	777	28
Other	242	150	92
Total	1,230	1,090	141
Highway Miles %	Region	CAMPO	DCHC MPO
New Location	15%	15%	15%
Widening	65%	71%	20%
Other	20%	14%	65%
Highway Costs*	Region	CAMPO	DCHC MPO
New Location	\$ 4,225	\$ 4,052	\$ 244
Widening	\$ 14,349	\$ 14,031	\$ 318
Other	\$ 3,046	\$ 2,730	\$ 447
Total	\$ 21,621	\$ 20,814	\$ 1,010
Highway Costs %	Region	CAMPO	DCHC MPO
New Location	20%	19%	24%
Widening	66%	67%	31%
Other	14%	13%	44%
* Highway costs are in million \$			