

# Long-Range Transportation Planning

Long-range planning activities in FY 2017 will include finalization and approval of the 2016 CLRP Amendment and the development of a Plan of Unfunded Regional Priority Projects. Activities will also include preparation for the development of the 2018 quadrennial update of the TPB's long-range plan, which will include a "Constrained Element" that meets federal requirements (serving essentially the same purpose as the current CLRP) and an unfunded element reflecting regional aspirations.

Unlike previous years, an annual amendment to the CLRP will not be developed in FY 2017. The staff capacity that would have been used to compile and analyze such an amendment will instead be devoted to developing the Plan of Unfunded Regional Priority Projects, which will provide essential components for the 2018 long-range plan.

## OVERSIGHT

### Technical Committee

## MAJOR PRODUCTS

- **2016 CLRP Amendment, including plan documentation, performance analysis, environmental justice analysis, and financial analysis**
- **Plan of Unfunded Regional Priority Projects**
- **Call for Projects for the 2018 Long-Range Plan**

## TOTAL COST ESTIMATE

**\$1,104,800**

## CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)

The CLRP is currently the TPB's official long-range transportation plan, developed and approved to meet federal metropolitan planning requirements. It includes all "regionally significant" projects that the TPB realistically anticipates can be funded and implemented by 2040. When the plan undergoes major amendments, it must be analyzed to ensure that it meets federal requirements.

The TPB initiated the 2016 CLRP Amendment development process in December 2015 with the Call for Projects. The Amendment, along with the FY 2017-2022 TIP, will be finalized in the summer and fall of 2016. Approval is scheduled for October 2016.

Finalization and approval of the 2016 CLRP Amendment will include the following activities:

- **Documentation:** The CLRP Amendment will be documented via the website and written materials. Public materials about the plan will be released during plan development and after plan approval. Materials will be designed to be useful to a variety of audiences, less technical, and easier for the public to understand. In addition, public information will effectively utilize visualization technologies. Public access to the plan will include informative maps and graphics for web and print media, and an online, searchable database.
- **Analysis:** A variety of analysis products related to the 2016 CLRP Amendment will be developed and presented in the fall of 2016. The performance analysis of the 2016 CLRP Amendment will detail how well the future transportation system laid out in the plan is expected to meet the needs of area travelers in 2040. The analysis uses forecasts of future population and job growth patterns along with the system of roadways and transit planned in the CLRP to predict future changes in travel patterns and travel conditions. In addition to

examining changes in daily travel patterns, the analysis will examine changes in congestion on area roadways and on the Metro system, as well as changes in the job accessibility by highway and transit. The performance analysis will also include the findings of the Air Quality Conformity Analysis of the 2016 CLRP Amendment and a forecast of future greenhouse gas emissions under the plan. A qualitative assessment will also be conducted to of how well the three overarching priorities identified in the Regional Transportation Priorities Plan (RTPP) are being met by the transportation system laid out in the 2016 CLRP Amendment.

- **Title VI and Environmental Justice Analysis:** A separate Title VI analysis will evaluate the plan for disproportionately high and adverse effects on low-income and minority population groups; this analysis will build upon the FY2016 work for a more robust analysis that takes into consideration specific concentrations of low-income and minority population groups, areas of potentially vulnerable populations, and additional measures of benefits and burdens for the CLRP, per the 2014 FWA and FTA planning certification recommendation.
- **Environmental Consultation:** For past updates, staff consulted with federal, state and local agencies responsible for natural resources, wildlife, land management environmental protection, conservation and historic preservation on environmental considerations in relation to spatial location of long-range plan improvements and potential environmental mitigation activities. During the 2016 CLRP Amendment development, staff will review previous consultation efforts to determine if any updates or revisions are necessary.
- **Financial Planning:** As required under federal planning regulations, both the TIP and the CLRP must have a financial plan that demonstrates how they can be implemented and shows the sources of funding expected to be made available to carry them out. The last major financial analysis for the CLRP was conducted in 2014. Staff will ensure this financial information is updated for the 2016 CLRP Amendment.

## PLAN OF UNFUNDED REGIONAL PRIORITY PROJECTS

A range of planning activities will be conducted throughout FY 2017 to develop a Plan of Unfunded Regional Priority Projects. These activities will include analysis and outreach. The plan will identify a limited number of specific priority projects and make a persuasive case for their implementation. These projects will be selected to address key deficiencies in the current Constrained Long-Range Plan and to support implementation of regional policies, as articulated in the Regional Transportation Priorities Plan. The Plan of Unfunded Regional Priority Projects will be developed for inclusion in the TPB's long-range plan update in 2018.

The process for developing the Plan of Unfunded Regional Priority Projects, which will begin in the spring of 2016 but continue throughout FY 2017, will include the following steps:

- **Agree Upon Objectives and Identify Deficiencies in the CLRP:** Planning activities will elaborate upon the following broad objectives: Alleviate deficiencies in the CLRP (e.g., relieve congestion, improve access); Promote system efficiency (use strategies from the RTPP); Support emissions reductions (use VMT reduction strategies in the MSWG work); Serve economically disadvantaged communities (coordinate efforts with the TPB's Environmental Justice analysis)
- **Define Criteria for Project Selection:** Based upon input received from the Unfunded Needs Capital Working Group, the project team will develop a draft list of criteria for selecting projects that meet key objectives. The agreed-upon selection process may use: 1) analysis

(e.g., using the Congestion Management Process [CMP] to identify projects to alleviate bottlenecks); 2) professional judgment (including consultation with the staff of TPB members), and 3) outreach to stakeholders and to the wider public to obtain input on preferences and project viability. The working group will discuss and refine the draft criteria and selection process. The project team will seek input from the TPB's member jurisdictions on the draft criteria. Outreach may also include discussions with stakeholder groups and with the public.

- **Select an Initial List of Projects for Analysis and Discussion:** The project team will develop a draft list of projects selected to meet key criteria. Road and transit projects will be selected from the TPB's extensive Inventory of Unfunded Projects. Pedestrian and bicycle projects/priorities will be identified through a separate but integrated process that will be conducted under the guidance of the TPB's Bicycle and Pedestrian Subcommittee. The draft list will be extensively discussed—by the working group and with the TPB's members. It will also be the subject of a range of public outreach activities.
- **Analyze the Initial Draft of List of Projects:** Using the regional travel demand model, staff will conduct performance analysis of the list of projects, which will be packaged as a scenario. The measures for this study will be comparable to the analysis conducted for the CLRP. In addition to using the TPB's travel demand models, the project team may determine to use other methods of analysis, including methods aimed at identifying the impacts of pedestrian and bicycle improvements.
- **Refine the Unfunded Priority Projects List:** The project team, with direction from the Working Group, will use a combination of quantitative and qualitative measures to refine and finalize the list of priority projects. Evaluation at this stage will include consideration of: 1) effectiveness (based in part on the analysis in the earlier steps), 2) feasibility and readiness (based on judgment of jurisdiction staff); 3) support for implementation (based in part on various outreach activities); and 4) funding potential (opportunities/likelihood to raise new revenue to implement the project). Road and transit projects on the list will be drawn primarily from the Inventory of Unfunded Projects, but consideration will also be given to regional projects not included in the inventory that can be shown to address key gaps and to have broad regional support.
- **Develop and Approve a Plan of Unfunded Priority Improvements:** An official Plan of Unfunded Priority Improvements will be approved by the TPB at the end of FY 2017. This plan will reflect a broad level of regional consensus and will be designed to be useful for decision-makers at the state and local levels in their identification of projects for the Constrained Element of the long-range plan. It will be ready to be folded into the 2018 regional long-range transportation plan.

## PREPARATION FOR THE 2018 LONG-RANGE PLAN

Toward the end of FY 2017, the TPB and its staff will begin preparations for the development of the next quadrennial update to the region's long-range transportation plan, which is scheduled for approval in 2018. The new plan will replace the current CLRP and will represent a new approach.

Compared to the current CLRP, the new long-range plan will be redefined to include unfunded priorities (based upon the Plan of Unfunded Priority Improvements) and a Constrained Element, which will meet federal requirements for financial constraint and air quality conformity. To a large degree, the Constrained Element will perform the same function as the current CLRP.

While the majority of work on the new long-range plan will occur in FY 2018, several key work tasks will be initiated in FY 2017:

- The Call for Projects for the Constrained Element of the 2018 Long-Range Plan will be developed in the spring of 2017 and released in the summer of 2017. This solicitation document will ask implementing agencies to consider the Plan of Unfunded Priority Improvements and the policies of the Regional Transportation Priorities Plan in determining their project submissions.
- The next major financial analysis for the TPB's long-range plan, which is conducted every four years according to federal law, will be developed in FY 2018. Preparations for this quadrennial financial analysis will occur during the second half of FY 2017.