

LRP-8 - Adopt Preferred Plan Scenario

Description

At this key decision, a preferred plan scenario is adopted for inclusion in the Draft LRTP. A comparison of the plan scenarios using the evaluation criteria, methods and measures is the basis for the selection of the preferred scenario. This represents the conclusion of the iterative process to evaluate and refine scenarios.

There is information in prior key decisions that informs this step. In order to effectively coordinate this key decision with integrated plans, there is a need to validate consistency with essential partner plans.

Purpose

To evaluate proposed scenarios in order to identify the locally preferred scenario that addresses the deficiencies while supporting the vision and goals. The evaluation of the plan scenarios will include the application of the approved evaluation criteria, methods, and measures.

Outcome

The preferred scenario and documentation of the evaluation of scenarios.

Partner	Role Type	Description
MPO	Decision Maker	Adopts a preferred scenario that meets the regional goals and addresses the transportation deficiencies
FHWA/FTA	Advisor	Ensures the public review of the preferred scenario and subsequent adoption meet the governing requirements.
State DOT	Advisor	Ensures the adopted preferred scenario is compatible with state needs and plans.
Resource Agency	Advisor	Advise the selection of a preferred scenario that is consistent with resource agencies' goals. Advise the selection of a preferred scenario that is consistent with a joint vision for conservation/restoration action. Provide input to transportation agency partners about preferred mitigation strategies.
Public Transportation Operator(s)	Advisor	Ensures the adopted preferred scenario is compatible with transit needs and plans.

Policy Questions

Questions are a way to elicit information and to validate that the information has been considered. The partners should discuss the listed questions to ensure a broad array of interests is considered at a key decision. Discussions arising from these questions support collaborative decision making.

Questions Partners Discuss

Questions about purpose and roles

- No specific questions

Questions about stakeholders, including modal and operational partners

- No specific questions

Questions about the transportation process supporting the decision

- Can a hybrid scenario be designed from the individual scenarios that we want to evaluate?
- Can the recommended scenario be implemented in the time-frame of the LRTP?
- Have operations strategies been considered in the selection of the preferred scenario?
- How did the various scenarios rank across the evaluation criteria?
- How effectively does the P3 project help meet plan goals related to financing and revenue generation?
- If we cannot have everything we want, what evaluation criteria has highest value?
- Is there likely to be public and political support for identified P3 projects?
- To what extent have bicycles and pedestrians been considered in the selection of the preferred scenario? What are the positive and negative impacts of the preferred scenario on bicycles and pedestrians?
- What was the basis for eliminating other plan scenarios?
- Why is this scenario recommended?
- Will reliability and system performance be improved?
- Will the preferred scenario make a positive contribution to the creation of connected pedestrian and bicycle networks that allow people of all ages and abilities to safely and conveniently get where they want to go?

Questions about other phases

- Does this scenario meet fiscal constraint?
- Is the documentation for eliminated scenarios and strategies sufficient for corridor planning, NEPA, and New Starts?
- What is the fiscal situation with and without the P3? How do these compare?
- What risks might there be to the public and private sector from adopting a scenario with potential P3 projects?

Questions about non-transportation sectors/processes

- Are direct or cumulative impacts to identified priority areas for conservation/restoration/mitigation anticipated?
- Are there expected to be any negative impacts related to equity, environmental justice, or public acceptance for which mitigation actions must be anticipated?
- Does the preferred scenario support the interests of engaged freight stakeholders?
- Have potential negative impacts been considered and have mitigating actions been identified where appropriate?
- Have we gathered input on the preferred scenario from freight stakeholders?
- How does the preferred scenario compare to GHG reduction targets, where applicable?
- How important are GHG-reduction benefits compared to other transportation benefits?
- How will congestion be impacted?
- Is this the preferred scenario from an ecological perspective?
- What are the anticipated direct, indirect, and cumulative impacts on land use?
- What are the GHG impacts of various scenarios compared to the baseline and applicable targets?
- What are the likely cumulative impacts? Are there impacts that cannot be mitigated?
- What is the stakeholder response to the preferred scenario with respect to potential GHG reduction? What needs to be communicated to stakeholders?
- Will smart growth goals be met?
- Will smart growth patterns be encouraged?

Stakeholder Inputs

'Questions to Gather Stakeholder Interests' allow staff to determine which stakeholders have interests at a key decision and to collect those interests for partner consideration. 'Questions to Incorporate Stakeholder Interests' ensure the interests of stakeholders are included in the decision. For more help with stakeholder collaboration visit the Stakeholder Portal

Questions to Gather Stakeholder Interests

- Do you see any fatal flaws that we need to address?
- How do you prioritize the scenarios?

Questions to Incorporate Stakeholder Interests

- Can a hybrid scenario be designed from the individual scenarios that we want to evaluate?
- Can the recommended scenario be implemented in the time-frame of the LRTP?
- Does this scenario meet fiscal constraint?
- How did the various scenarios rank across the evaluation criteria?
- If we cannot have everything we want, what evaluation criteria has highest value?
- Is the documentation for eliminated scenarios and strategies sufficient for corridor planning, NEPA, and New Starts?
- What was the basis for eliminating other plan scenarios?
- Why is this scenario recommended?

Data

The following is a list of data needed to support the key decision. Practitioners collect this information for decision makers to consider.

Supporting Data for the Key Decision		
From other phases of transportation decision making	Long Range Planning	No Specific Data.
	Programming	No Specific Data.
	Corridor Planning	No Specific Data.
	Environmental Review	No Specific Data.
From other sectors and processes	Land Use	Data capturing site specific evaluation, as applicable
		Data from any integrated land use and transportation modeling
		Data from any sketch planning to account for smart growth
	Transportation Conformity	Results of the analysis to select the preferred scenario
	Natural Environment and Implementing Eco-Logical	Results of the analysis to select the preferred scenario
	Capital Improvement	Results of the analysis to select the preferred scenario
	Safety and Security	No Specific Data.
	Human Environment	No Specific Data.
	Economic Development	No Specific Data.
	Greenhouse Gas Emissions	Cost effectiveness of GHG strategies
		Costs associated with individual scenarios with respect to GHG strategies
		GHG emission rates that reflect state and federal policies impacting current and future years
		GHG emissions that reflect regional adoption of vehicle/fuel technologies
Level of GHG reduction for each scenario, compared to baseline and target		
Non-GHG related transportation benefits of each scenario		
Relative importance of GHG-reduction benefits compared to other transportation benefits		
Freight	Freight stakeholder support or challenge	
From the transportation technical process supporting this key decision	Analysis associated with each scenario	
	Comparison of fiscal situation with and without P3	
	Economic impacts and recommended mitigation, as applicable	
	Financing available through a P3	
	Revenue generation potential of P3 projects	
	Short and long-term outcomes for each scenario	
	Quantitative and qualitative data highlighting the extent to which the preferred scenario will improve conditions for those traveling on foot and by wheel and bike.	
From stakeholder collaboration	Stakeholder support or challenge for each scenario.	
From public private partnership	No Specific Data.	

Links to Decisions

This table identifies how a key decision is connected to other key decisions. The linkages are a two-way transfer of information. Understanding and applying these linkages means that partners will recognize how a decision will impact other specific key decisions. Recognizing that the transportation processes are linked will: (1) encourage practitioners to produce information that can be used later and (2) remind them to look at information from previous key decisions.

linkages to other phases of transportation decision making

Key Decision	What is Linked?	Purpose of Linkage
To Programming		
PRO-3 - Approve Project List Drawn from Adopted Plan Scenario or Solution Set	The project list drawn from the preferred scenario	To have consistency between the long range plan and TIP projects
To Corridor Planning		
COR-6 - Approve Range of Solution Sets	Documentation of the preferred plan scenario and eliminated scenarios	To provide information on the possible range of solutions that should be considered.
To Environmental Review/NEPA Merged with Permitting		
ENV-6 - Approve Full Range of Alternatives	Documentation of the preferred plan scenario and eliminated scenarios	To provide information on the possible range of solutions that should be considered

Examples

In-depth case studies of successful practices in collaborative decision making were used to develop the Decision Guide. Links in this table point to a specific paragraph or section of a case study that supports a key decision. It is not necessary to read through an entire case study to find the example; however, full versions are available in the Library.

PlanWorks Case Study Examples

- I-5 Beltline Interchange Plan - Using Community Values as Performance Measures

Other Examples

- Charlottesville-Albemarle MPO's 2040 Long Range Transportation Plan, Chapter 7

Integrated Planning

Integrated Planning looks at the interaction between the transportation decision making process and other processes. Considering these inputs will ensure that important values and goals outside the transportation process are recognized and considered. For a full understanding of a specific process and how it influences transportation decisions, visit Applications.

Process	Integration Type	Integration Description
Land Use	Decision	Informing land use of the adopted scenario in order to establish consistency between land use and transportation plans. Identifying how smart growth principles impact transportation scenarios, if applicable.
Transportation Conformity	None.	None.
Natural Environment and Implementing Ecological	Analysis Between IEF Step 4 - Assess Effects on Conservation Objectives and LRP-8	Analysis that takes place at IEF Sub-step 4c-4e requires the input of the plan scenarios and informs the selection of a preferred scenario. The analysis that takes place is the determination of the amount and relative degree of potential impacts of plan scenarios in relation to resource conservation priorities and the identification of plan level cumulative effects, via assessment of different packages/alternative scenarios.
	Decision Between IEF Step 4 - Assess Effects on Conservation Objectives and LRP-8	IEF Sub-step 4e - A decision is made about the preferred plan scenarios from an ecological perspective. IEF Sub-step 4f - Through the IEF process, preferences are identified regarding avoidance, minimization, potential conservation and restoration investments. Identification and quantification of mitigation needs.
	Data To IEF Step 5 - Establish & Prioritize Ecological Actions	The preferred transportation scenario is an input from long range planning to this IEF Step where analysis and recommendations will be made about mitigation options. Sets of alternative mitigation/conservation actions are compared, to identify the best investment options.
Capital Improvement	Decision	Informing local jurisdictions of the adopted scenario in order to establish consistency between local jurisdictions and transportation plans
Safety and Security	None.	None.
Human Environment	None.	None.
Economic Development	Analysis	Analyze mitigation needs and costs for any unavoidable adverse economic impacts to vulnerable populations or businesses.
Greenhouse Gas Emissions	Data	Results of the analysis used to select the preferred option, including: <ul style="list-style-type: none"> • Level of GHG reduction and the associated benefits • Comparisons of potential reduction to baseline and targets • Costs associated with scenarios • Other actions necessary to mitigate potential negative impacts.
	Analysis	Evaluation of scenarios with respect to GHG emissions levels to inform decision makers. Comparison to the established goals, objectives, and/or targets for both the baseline and future years.
Freight	Data	Information provided to freight stakeholders relaying to help them understand the scenario evaluation outcome
	Analysis	Comparison between freight stakeholder preferences and the scenario selected
Bicycles and Pedestrians	Data	Documented information and data reflecting bicycle and pedestrian stakeholder input to, and understanding of, the evaluation of the plan scenarios.
	Analysis	Comparison between bicycle and pedestrian stakeholder preferences and the scenario selected.

Special Topics

This table provides an overview of the relationship between a key decision and individual special topics. A special topic may be an external process, a new regulation, or any emerging issue requiring collaboration. For a full understanding of a specific topic and how it influences transportation decisions, visit Applications.

Key Decision Relationship to Other Topics

Topic	Description
Public-Private Partnerships	Outcome of P3 Inclusion - The selection of a preferred scenario will determine if P3 remains a viable option for meeting identified needs as well as provide information on actions necessary to mitigate potential negative impacts.
	Decision Transfer - If the preferred scenario includes potential P3 projects and financing, this information is provided to other phases.
Planning and Environment Linkages	Operations Benefits - Determine the extent to which operations strategies can provide benefit to the transportation system through reduced cost, improved reliability, the use of performance measures, and congestion reduction.
	Data Transfer - Information to decision makers, partners and stakeholders on the potential for system improvements using operations strategies.
Performance Measures	Using Performance Measures - The selected performance measures are used to inform the selection of the preferred plan scenario for adoption. These performance measures can be drawn from transportation-related or non-transportation-related factors.
	Data Transfer - Selected measures are transferred from LRP-3. The measures used at LRP-6 and LRP-8 should be consistent.
Visioning and Transportation	Adopt Futures - Identify how the LRP preferred scenario is supportive of the consensus future and the vision outcome.
	Data Transfer - Relevant information on LRP preferred scenario support for the community vision to COR 7, COR 9 and ENV 1.