

## APPENDIX E: 2025 LRP PROJECT IDENTIFICATION PROCESS

### ***Project Identification and Selection Process***

The process used to identify and select projects in the CMPO 2025 Long Range Transportation Plan is detailed here.

1. Developed a computerized Travel Demand Forecasting (TDF) model that simulated land use, transit systems, and the roadway network for existing and future conditions.
2. Used the model to identify traffic problems in 2025, assuming no transportation system improvements.
3. Worked with local government representatives to review problems, evaluate previous master plans, and develop a long list of 122 candidate projects.
4. Worked with local government representatives to reduce the candidate project list to 40 projects, based on public comments and the ability to provide the best system-wide mobility. The TDF Model was used to split the Valley into quadrants and then identify projects:
  - Principal Projects in Primary Corridors
  - Complementary Projects in Primary Corridors
  - Promising Projects in Secondary Corridors
  - Projects with little Potential for Mobility Enhancement
5. Prepared preliminary cost estimates for the 40 remaining projects and worked with local government representatives to reduce the candidate project list to 25 projects, with additional focus on system-wide mobility.
6. Worked with local government representatives to develop project evaluation criteria and compile project specific information related to:
  - Mobility
  - Environmental Impacts
  - Socio-Economic Impacts
  - Cost effectiveness
  - Engineering
7. Created a computerized evaluation matrix tool to combine project data and evaluation criteria. Used this tool to develop Interim Evaluation Results.
8. Worked with local government representatives to review Interim results and create the "Top 10" project list. This list of projects would have cost more than the available funding so additional screening was conducted.
9. Split the Top 10 projects in segments and identify which individual roadway segments best fit the city boundaries and roadway system needs. Also worked with local government representatives and the public to identify project segment sponsors;
10. Considered formal public input and created the list of Financially Constrained Roadway Projects. This resulted in a better traffic congestion situation for 2025.