

Metropolitan Transportation Plan Federal Regulation Checklist (DRAFT)

Last Updated: 01/19/2017

Federal Regulation	Compliance	Notes
<p>The Metropolitan Transportation Plan (MTP) must have no less than a 20-year horizon date.</p> <p><i>Note: For non-attainment and maintenance areas, the effective date is the date of the conformity determination. For attainment areas, it is the date of adoption by the MPO.</i></p>	Yes / No	Effective date: Horizon date: <div style="text-align: right;">CFR 450.324(a)</div>
<p>The MTP must consider the following planning factors, as the factors relate to a minimum 20-year forecast period:</p> <ol style="list-style-type: none"> 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency 2. Increase safety of the transportation system for motorized and non-motorized users 3. Increase security of the transportation system for motorized and non-motorized users 4. Increase accessibility and mobility of people and freight 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight 7. Promote efficient system management and operation 8. Emphasize the preservation of the existing transportation system 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation 10. Enhance travel and tourism 	Yes / No Yes / No	<div style="text-align: right;">CFR 450.324(a), CFR 450.306(b)</div>
<p>The MTP shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities)</p>	Yes / No	<div style="text-align: right;">CFR 450.324(b)</div>

Federal Regulation	Compliance	Notes
The MPO shall review and update the transportation plan at least every: <u>4 years</u> in air quality nonattainment and maintenance areas or <u>5 years</u> in attainment areas	Yes / No	Effective date: Current date: <i>For nonattainment areas, the effective date is the date of a conformity determination issued by FHWA and FTA.</i> CFR 450.324(c)
For non-attainment areas only: The MPO must coordinate the development of the MTP with the process for developing transportation control measures (TCMs) in the State Implementation Plan (SIP)	Yes / No / N/A	CFR 450.324(d)
The MPO, State(s), and public transportation operator(s) must validate data used in preparing other existing modal plans for providing input to the MTP.	Yes / No	CFR 450.324(e)
Updates to the transportation plan must use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.	Yes / No	CFR 450.324(e)
The plan must include the following:		
The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan (travel demand model)	Yes / No	CFR 450.324(f)(1)
Existing and proposed transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan	Yes / No	CFR 450.324(f)(2)
A description of the performance measures and performance targets used in assessing the performance of the transportation system	Yes / No	CFR 450.324(f)(3)
A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets, which includes progress achieved by the MPO and historical system performance	Yes / No	<i>If a MPO voluntarily elects to develop multiple scenarios, an analysis of how the preferred scenario has impacted the achievement of performance targets must be included. Please see CFR 450.324(f)(4)(ii)</i>
Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods	Yes / No	CFR 450.324(f)(5)
For TMAs only: Consideration of the results of the congestion management process, including the identification of SOV projects that result from a congestion management process	Yes / No	CFR 450.324(f)(6)

Federal Regulation	Compliance	Notes
Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters	Yes / No	CFR 450.324(f)(7)
Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems	Yes / No	CFR 450.324(f)(8)
In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates For non-attainment areas only: Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source	Yes / No Yes / No / N/A	CFR 450.324(f)(9)
A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the MTP	Yes / No	<i>The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO must develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies.</i> CFR 450.324(f)(10)
A financial plan that demonstrates how the adopted transportation plan can be implemented, which must include:		
The financial plan must contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways and public transportation	Yes / No	CFR 450.324(f)(11)(i)
The MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation	Yes / No	<i>All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.</i> CFR 450.324(f)(11)(ii)
The financial plan must include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan	Yes / No	<i>In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.</i> CFR 450.324(f)(11)(iii)

Federal Regulation	Compliance	Notes
<p>In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation - revenue and cost estimates that support the MTP must use an inflation rate(s) to reflect "Year of expenditure dollars"</p>	<p>Yes / No</p>	<p>- "Year of expenditure dollars," must be based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s) - For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands - For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available NOTE: A State or MPO is <u>not</u> required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(11) of this section. CFR 450.324(l) CFR 450.324(f)(11)(iv, v, vii)</p>
<p>For nonattainment and maintenance areas only: The financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP</p>	<p>Yes / No / N/A</p>	<p>CFR 450.324(f)(11)(vi)</p>
<p>Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g)</p>	<p>Yes / No</p>	<p><i>Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State in accordance with sections 134 and 135, respectively. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.</i> <i>Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. Safety considerations shall include the installation, where appropriate, and maintenance of audible traffic signals and audible signs at street crossings. 23 U.S.C. 217(g)</i> CFR 450.324(f)(12)</p>

Federal Regulation	Compliance	Notes
<p>The MPO must consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan</p> <p>Comparison of transportation plans with State conservation plans or maps, if available</p> <p>Comparison of transportation plans to inventories of natural or historic resources, if available</p>	<p>Yes / No</p> <p>Yes / No / N/A</p> <p>Yes / No / N/A</p>	<p style="text-align: right;">CFR 450.324(g)(1, 2)</p>
<p>The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the Highway Safety Improvement Program (HSIP)</p>	<p>Yes / No</p>	<p><i>Potential sources may include the Strategic Highway Safety Plan required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users</i></p> <p style="text-align: right;">CFR 450.324(h)</p>
<p>An MPO may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan</p> <p><i>In addition to the performance areas identified in 23 U.S.C. 150(c), 49 U.S.C. 5326(c), and 5329(d), and the measures established under 23 CFR part 490, MPOs may evaluate scenarios developed under this paragraph using locally developed measures</i></p>	<p>Yes / No / N/A</p>	<p><i>An MPO that chooses to develop multiple scenarios under this paragraph is encouraged to consider:</i></p> <ul style="list-style-type: none"> • <i>Potential regional investment strategies for the planning horizon;</i> • <i>Assumed distribution of population and employment;</i> • <i>A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance areas identified in §450.306(d) and measures established under 23 CFR part 490;</i> • <i>A scenario that improves the baseline conditions for as many of the performance measures identified in §450.306(d) as possible;</i> • <i>Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and</i> • <i>Estimated costs and potential revenues available to support each scenario</i> <p style="text-align: right;">CFR 450.324(i)(1i-vi, 2)</p>

Federal Regulation	Compliance	Notes
<p>The MPO must provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a)</p>	<p>Yes / No</p>	<p>CFR 450.324(j)</p>
<p>The MPO must publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web</p>	<p>Yes / No</p>	<p>CFR 450.324(k)</p>
<p>Nonattainment and maintenance areas: for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93, subpart A).</p>	<p>Yes / No / N/A</p>	<p><i>A 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, in accordance with the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93, subpart A. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.</i></p> <p>CFR 450.324(m)</p>

Performance measure final rule publications: