Planning: MTP Components SOP

**Objective/Purpose/ Why:** Metropolitan Transportation Plans (MTPS) are a Federally mandated process to be able to receive federal dollars in any urbanized area with a population of at least 50k. As it is a mandated process, certain requirements must be met to satisfy federal guidelines. State DOTs may require additional components.

**Outcome:** *A Federally Compliant MTP with all relevant components*

**Subject Matter Experts:** *Planning: JD Allen, ATG Executive Vice President; Jim Harvey Technical Lead*

**Process Outline:**

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Component Requirements Overview

This standard process for component requirements of an MTP is based primarily on federal guidance on metropolitan transportation planning set forward in 23 CFR Part 450.306 [[1]](#footnote-1) (Scope of the Metropolitan Transportation Planning Process), 23 CFR Part 450.324 [[2]](#footnote-2) (Development and Content of The Metropolitan Transportation Plan), and 23 CFR Part 490 [[3]](#footnote-3) (National Performance Management Measures). The components listed in this SOP are not exhaustive to the possibilities in the metropolitan transportation planning process but are rather intended to ensure delivery of a Federal Compliant product.

***As new Federal transportation bills are passed, this SOP should be reviewed for consistency and concurrence with the most up to date guidance provided by the US Department of Transportation.***

The order of these items does not necessarily follow the order of requirements listed in the aforementioned federal guidance, nor does it reflect the order to be presented in the finished document, which will be established through dialogue with the client. As such a typical MTP produced by ATG will likely contain the following types of chapters (not always in same order):

1. **Introduction**
2. **Goals, Objectives, Vision**
3. **Public Involvement**
4. **Existing Conditions Analysis/Needs Analysis**
5. **Transportation Strategies**
6. **Planned Program of Projects**
7. **Fiscal Constraint**
8. **Systems Level Analysis**
9. **Systems Performance Report**

The development of content for these chapters is carried out by a number of processes described in additional ATG Planning SOPs but will satisfy at the least the required components shown in the following sections. For each of the following components, the associated SOP has been noted (where applicable). Resource references to existing task assignments have been provided where possible.

Metropolitan Transportation Plan (MTP) General Requirements

The MTP should cover the general requirements listed below (23 CFR 450.324). These are generally outputs from processes and points that should be documented/noted somewhere in the plan.

|  |  |
| --- | --- |
| Component – General Requirement | Typical documentation location or process source |
| Updated every 5 yrs. (or 4 yrs. in air quality nonattainment and maintenance areas); | These details are usually noted on the cover, introduction chapter, or public involvement chapter. |
| Addresses no less than a 20-year planning horizon by end of update cycle (ATG typically uses a 25-year horizon to account for plan adoption period); |
| Plan shows the adoption date.   * For attainment areas the effective date of the transportation plan is date of adoption by the MPO; * For nonattainment and maintenance areas, the effective/adoption date of the transportation plan is the date of a conformity determination issued by the FHWA and the FTA; |
| Plan analysis is based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity; | Usually noted in the analysis chapter(s). Ensure that data is documented as it is gathered and used to facilitate this component. |
| Includes the latest available estimates and Travel Demand Model used in developing the MTP |
| Was developed with transportation control measures (TCMs) as defined in a State Implementation Plan (If the region is in nonattainment for air quality); |
| Describes coordination with the statewide transportation planning process; | Usually in the introduction, goals/vision, or existing conditions chapters |
| Was approved by the MPO (and any revisions); | Note in implementation chapter and/or changelog in intro |
| Shared with the Governor, FHWA, and FTA. | This will be handled by MPO staff but may be opportunity to provide value added material to client. |

FAST Act Planning Factors

The MTP must describe how the MPO provides for consideration and implementation of projects, strategies, and services that will address the FAST Act planning factors, shown in the table below. Most of these federal planning factors will be represented in several iterations throughout the plan document. ATG processes for public involvement usually use them as springboard points for visioning exercises. Discussion on how these factors may be (or are) implemented are included in transportation strategies chapters, analysis chapters, as well as project scoring/selection and implementation chapters. These may also be discussed in the system performance report and system level analysis chapters.

|  |
| --- |
| Component- FAST Act Planning Factors & Application |
| The MTP supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; |
| The MTP includes strategies to increase the safety of the transportation system for motorized and non-motorized users; |
| The MTP includes strategies to increase the security of the transportation system for motorized and non-motorized users; |
| The MTP includes strategies to increase accessibility and mobility of people and freight; |
| The MTP protects and enhances the environment, promotes energy conservation, improves the quality of life, and promotes consistency between transportation improvements and State and local planned growth and economic development patterns; |
| The MTP includes strategies to enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; |
| The MTP promotes efficient system management and operation; |
| The MTP emphasizes the preservation of the existing transportation system; |
| The MTP includes strategies to improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and |
| The MTP includes strategies to enhance travel and tourism; |
| The MTP is written with the degree of consideration and analysis of the factors is based on the scale and complexity of regional/contextual issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.\* |

*This component has to do with describing how the level of analysis and data are scaled appropriately to the plan. Usually in the existing conditions chapters, though may be included in visioning and/or public involvement chapters as well (regarding section 4(f), housing, EJ, and community development).*

Integration of State, Transit, and Other Applicable Planning Goals, Objectives, Performance Measures, And Targets

**Associated Task Assignment: Plan Review (example TA’s noted in resources section)**

23 CFR 450.306 (4); 23 CFR 450.324 (h) The MTP must describe directly or by reference how the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, are integrated in the metropolitan transportation planning process, including, where applicable, the following:

|  |
| --- |
| Component; Incorporation of Other Performance Based Plans |
| * State Asset Management Plan; |
| * Transit Asset Management Plan; |
| * Applicable portions of the Highway Safety Improvement Program (HSIP), including the Strategic Highway Safety Plan (SHSP); |
| * The Public Transportation Agency Safety Plan; |
| * Incorporates or references applicable plans, policies, or strategies as appropriate, to safeguard the personal security of all motorized and non-motorized users, including **(optional)**: |
| * + - Emergency relief plans **(optional);** |
| * + - Disaster preparedness plans **(optional);** |
| * + - Policies, or strategies that support Homeland Security **(optional);** |
| * The Congestion Mitigation and Air Quality Improvement Program performance plan (if applicable); |
| * Appropriate (metropolitan) portions of the State Freight Plan; |
| * The congestion management process; |
| * Other State transportation plans and transportation processes required as part of a performance-based program; |
| * Statewide planning process; |
| * Regional intelligent transportation systems (ITS) architectures; |
| * Preparation of the coordinated public transit-human services transportation plan. |

*These involve a review of existing plans and a documentation of goals, objectives, performance measures, and key performance indicators as referenced in the existing plans. This is usually noted in a visions, goals, & objectives chapter or an existing conditions chapter.*

Public Participation and Stakeholder Engagement

**Associated SOP: Public Involvement/Stakeholder Engagement SOP <not yet developed.**

23 CFR 450.324 (j-k)

The MTP (directly or by reference to the MPO Public Participation Plan) describes stakeholder engagement and a description of how a reasonable opportunity to comment on the MTP was given to statutorily defined ‘interested parties’ including but not limited to:

|  |
| --- |
| Component; Interested Party Outreach |
| * Representatives of public transportation employees |
| * Representatives of users of public transportation |
| * 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 cash-out program, shuttle program, or telework program) |
| * Representatives of users of pedestrian walkways and bicycle transportation facilities |
| * Representatives of the disabled |
| * Other interested parties as applicable |
| MTP is published for public review in electronically accessible formats and means, such as the World Wide Web. |

Consultation with Outside Agencies

**Associated SOPs/TAs: Public Involvement/Stakeholder Engagement SOP, System Level Analysis Task Assignment**

23 CFR 450.324 (g)The MTP must describe how consultation was conducted with State and local agencies responsible for the following;

| Component: Description of Consultation with Outside Agencies, Where Applicable |
| --- |
| * Land use management |
| * Natural resources |
| * Environmental protection |
| * Conservation |
| * Historic preservation |
| Describes consultation included comparison of transportation plans with State conservation plans or maps, if available; or |
| Describes comparison of transportation plans to inventories of natural or historic resources, if available |

Environmental Justice & Equity

Executive Summary 12898. Usually conducted during execution of existing conditions, public involvement, and data gathering SOPs. These requirements are usually noted in a number of chapters. The outputs of the noted SOPs should satisfy the requirements noted in the first column.

|  |  |
| --- | --- |
| Component; Current and Proposed Facilities Inventory | Associated SOPs |
| The MTP identifies areas of environmental concern in the study areas | Environmental Justice Analysis SOP |
| The MTP contains listing and assessment of potential adverse environmental impacts of projects on minority populations and low-income populations: | Systems Level Analysis TA |
| The MTP contains listing and assessment of potential adverse human health impacts of projects on minority populations and low-income populations: | Systems Level Analysis TA |
| The MTP promotes enforcement of all health and environmental statutes in areas with minority populations and low-income populations; | Environmental Justice Analysis SOP, Transportation Strategies SOP. |
| The MTP has a plan to ensure greater public participation in matters of environmental justice; | Public Involvement SOP |
| The MTP works to improve research and data collection relating to the health of and environment of minority populations and low-income populations; | Goals, Objectives, Vision Development SOP, Public Involvement SOP, Demographic Analysis TA.. |
| The MTP works to identify differential patterns of consumption of natural resources among minority populations and low-income populations. | Demographic Analysis TA, Environmental Justice SOP |
| The environmental justice strategy of the MTP shall include, where appropriate, a timetable for undertaking identified revisions and consideration of economic and social implications of the revisions. | Public Involvement SOP. |

Needs Analysis

**Associated TA: Noted in Table and in Resources section.**

*For each of the needs analysis Tas, ATG usually produces an in-depth technical memorandum, that is delivered separately to the client along with data, GIS, and associated figures. This process supports the subsequent development of the MTP Plan document.*

23 CFR 450.324 (f)(1-2) These items are usually noted in the Needs Analysis Chapter(s). The outputs of the noted TA should satisfy the requirements noted in the first column.

|  |  |
| --- | --- |
| Component; Current and Proposed Facilities Inventory | Associated TA |
| The MTP describes the current and projected transportation demand of persons and goods in the area over the period of the transportation plan; | Travel Demand Model Report, Transportation Analysis TA |
| The MTP contains listing and assessment of existing transportation facilities that should function as an integrated metropolitan transportation system including: | See below |
| * Major roadways, | Transportation/Network Analysis TA |
| * Public transportation facilities, | Transit Analysis TA |
| * Intercity bus facilities, |
| * Multimodal and intermodal facilities, | Freight Analysis TA, Transit Analysis TA, Active Transportation Needs Analysis TA |
| * Nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), | Active Transportation Needs Analysis TA |
| * Intermodal connectors. | Freight Analysis TA, Transit Analysis TA, Active Transportation Needs Analysis TA |
| The MTP emphasizes existing facilities that serve important national and regional transportation functions over the period of the transportation plan. | Transportation/Network Analysis TA |

To satisfy a number of the performance target requirements in the following section a number of additional analyses are inferred by the federal requirements.

Coordination, Selection, and Reporting of Performance Targets

**Associated TAs: Noted in Table**

23 CFR 450.306 (d)(2); (23 CFR 450.324 (f)(4)(i-ii)); 23 CFR 490.107 (c) The MTP must show the performance targets used to measure progress towards goals within the metropolitan planning area planning area covering the following where applicable:

| Component; Performance Targets | Associated TAs |
| --- | --- |
| A ***description*** of the performance measures and performance targets used in assessing the performance of the transportation system | Plan Review TA |
| Describes how selection and reporting of targets is coordinated between public transportation providers, the MPO, and the State DOT | Plan Review TA |
| A **System Performance Report** evaluating the condition and performance of the transportation system with respect to the targets including | see below |
| * Progress achieved by the MPO in meeting the performance targets in comparison with system performance from previous reports (including baseline data); | System Performance Repot TA and out puts from additional TAs noted below |
| * An analysis of how the preferred scenario has improved the conditions and performance of the transportation system (*for MPOs that voluntarily developed multiple scenarios*). | System Performance Repot TA, Scenario Analysis TA |
| * How changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets (*for MPOs that voluntarily developed multiple scenarios*). | Plan Review TA, Scenario Analysis TA |
| **FHWA PM1 Safety** | |
| Number of Fatalities | Crash Analysis for MTPs SOP |
| Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) |
| Number of serious injuries |
| Rate of serious injuries per 100 million VMT |
| Number of non-motorized fatalities |
| Number of non-motorized serious injuries |
| **FHWA PM2 Infrastructure Condition** | |
| Percentage of pavements of the Interstate System in Good condition | Pavement Conditions Analysis TA |
| Percentage of pavements of the Interstate System in Poor condition |
| Percentage of pavements of the non-Interstate NHS in Good condition |
| Percentage of pavements of the non-Interstate NHS in Poor condition |
| Percentage of NHS bridges classified as in Good condition | Bridge Conditions Analysis TA |
| Percentage of NHS bridges classified as in Poor condition |
| **FHWA PM3 System Performance/Freight/CMAQ** | |
| **System Performance:** Percentage of person-miles traveled on the Interstate that are reliable (LOTTR) | Roadway Conditions Analysis TA |
| **System Performance:** Percentage of person-miles traveled on the non-Interstate NHS that are reliable (LOTTR) |
| **Freight Movement**: percentage of Interstate system mileage providing for reliable truck travel time (TTTRI) | Freight Analysis TA |
| **\*CMAQ:** Annual Total Tailpipe CO2 Emission on NHS | CMAQ Analysis TA |
| **\*CMAQ:** Annual Hours of Peak Hour Excessive Delay (PHED) per capita |
| **\*CMAQ:** Percent of Non-SOV Travel on network |
| **FTA TAM** – 49 CFR Parts 625 and 630 | |
| Percentage of revenue vehicles (by type) that exceed useful life benchmark (ULB) | Plan Review TA |
| Percentage of non-revenue service vehicles (by type) that exceed ULB |
| Percentage of facilities (by group) rated less than 3.0 on Transit Economic Requirements Model (TERM) scale |
| **FTA PTASP** – 49 CFR Parts 670 and 673 | |
| Total number of reportable fatalities | Plan Review TA |
| Rate of reportable fatalities per total vehicle revenue miles by mode |
| Total number of reportable injuries |
| Rate of reportable injuries per total vehicle revenue miles by mode |
| Total number of reportable events |
| Rate of reportable events per total vehicle revenue miles by mode |
| Mean distance between major mechanical failures by mode |
| **Other Measures and Targets** | |
| <add rows as necessary for any additional PMs identified through plan review> | Plan Review TA  Additional Analysis TAs if identified in scope. |

Regional Mobility Strategies

**Associated SOPs: Transportation Strategies SOP, Plan Review TA, Stakeholder Engagement SOP**

23 CFR 450.324 (b); (f)(5-6),(8-9),(12); & (h) The MTP must describe or reference documentation that describes strategies (Both long-range and short-range) that provide for the development of an integrated multimodal transportation system including at the minimum the items discussed in the table below. Each of the associated SOPs will contribute various pieces to these components.

|  |
| --- |
| Component; Strategies |
| Considerations for accessible pedestrian walkways and bicycle transportation facilities, including transportation alternatives including considerations in accordance with 23 U.S.C. 217(g) being; |
| * Bicycle transportation facilities and pedestrian walkways are considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. |
| * Safety considerations include the installation, where appropriate, and maintenance of audible traffic signals and audible signs at street crossings. |
| Considerations for facilitating safe and efficient movement of people and goods in addressing current and future transportation demand |
| Considerations for 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; |
| Considerations of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner |
| Strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated |
| Priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP |
| Priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in Public Transportation Agency Safety Plan |
| Strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users **(Optional)** |
| Consideration of the results of the congestion management process (*in TMAs*) |

The MTP must also reference or describe how it supports the general purposes set forward in 49 U.S.C. 5301(c) as applicable, directly within MPO process or by reference to Section 53 provider decision making including;

|  |  |
| --- | --- |
| Component- 49 U.S.C. 5301 General Purposes | Typical Associated SOP(s) |
| Describes funding to support public transportation; | Financial Analysis SOP |
| Includes how improvements for the development and delivery of capital projects (transit) are considered; | Transportation System Performance Report SOP |
| Discusses standards for the state of good repair of public transportation infrastructure and vehicles; |
| Discusses how promotion of (3C) planning improves the performance of the transportation network; | Transportation Strategies SOP |
| References the technical assistance program to assist transit recipients | Financial Analysis SOP |
| References federal support for public transportation providers to deliver high quality service to all users, including individuals with disabilities, seniors, and individuals who depend on public transportation; |
| References support research, development, demonstration, and deployment projects dedicated to assisting in the delivery of efficient and effective public transportation service; and |
| References the promotion the development of the public transportation workforce. | Vision, Goals, & Objectives Development SOP, Public Involvement SOP, Transportation Strategies SOP |

Proposed Improvements

Listing and assessment of proposed transportation facilities that should function as an integrated metropolitan transportation system including:

|  |  |
| --- | --- |
| Component; Proposed Improvements | Typical Associated SOP(s) |
| * Major roadways, | Transportation Strategies SOP, Staged Improvement Plan SOP |
| * Public transportation System and Facilities, |
| * Public transportation infrastructure (rail and fixed guideway investments), |
| * Intercity bus facilities, |
| * Multimodal and intermodal facilities, |
| * Nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), |
| * Intermodal connectors |
| Emphasizes proposed improvements that would likely serve important national and regional transportation functions over the period of the transportation plan. |
| Proposed improvements are described in sufficient detail to develop cost estimates; | Financial Analysis SOP |
| Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source (*in nonattainment and maintenance areas for conformity determinations*) |
| Identifies SOV projects that result from a congestion management process (*in TMAs that are nonattainment for ozone or carbon monoxide*). |

Performance Based Decision Making

**Associated SOPs: Plan Review SOP, Stakeholder Engagement SOP (TAC/TPC Member inputs), Project Selection Process Review SOP (if applicable).**

The MTP must describe the MPO’s approach to performance-based decision making to support the national goals described in 23 U.S.C. 150(b) being as follows;

|  |
| --- |
| Component- National Performance Goals |
| Safety |
| Infrastructure Condition |
| Congestion Reduction |
| System Reliability |
| Freight Movement and Economic Vitality |
| Environmental Sustainability |
| Reduced Project Delivery Delays |

Assessment of Proposed Improvements

**Associated TA: System Level Analysis TA**

23 CFR 450.324 (f)(7),(9) The MTP must describe how proposed improvements are assessed for alignment with future goals using objective, data-driven analysis to identify issues and assess proposed improvements:

|  |
| --- |
| Component; Assessment of Proposed Improvements |
| Assessment of proposed improvements (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 |
| * reduce the vulnerability of the existing transportation infrastructure to natural disasters |
| Considers projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system **(Optional)**. |

Potential Environmental Mitigation Activities

**Associated SOP: System Level Analysis TA**

23 CFR 450.324 (f)(10)

|  |
| --- |
| Component; Potential Environmental Mitigation Activities |
| The MTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities |
| The MTP includes a discussion of activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan, or |
| The MTP includes a discussion of policies, programs, or strategies rather than at the project level |
| If discussion is at the project level, the MTP adds a review and assessment (typically GIS) of potential impacts of the proposed program of projects |
| The MTP includes a discussion of potential mitigation activities developed in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies to eliminate or mitigate any potential negative impacts to the natural environment or to cultural and historic resources; |
| The MTP describes timeframes for performing consultation (can be reasonable timeframes). |

Financial Planning

**Associated SOPs: Financial Analysis SOP, Stakeholder Engagement SOP**

23 CFR 450.324 (f) (11)

| Component; Financial Planning |
| --- |
| The MTP describes the 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 |
| The MTP provides estimates of funds, both public and private, that will be available to support MTP implementation (Typically UPWP, developed with assistance from the MPO, State and public transportation operators) |
| The MTP has recommendations on any additional financing strategies to fund projects and programs included in the MTP where applicable |
| The MTP provides 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, where applicable. |
| The MTP takes into account all projects and strategies proposed for funding. |
| The MTP identifies all revenue and costs using an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s). |
| The MTP, for expenditures beyond the first 10 years, reflects 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 |
| The MTP addresses the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP (*For nonattainment and maintenance areas*). |
| The MTP includes 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, i.e. unfunded needs **(recommended). (Optional)** |
| The MTP reflects reduced funding post fiscal constraint determination from FHWA/FTA if FHWA or FTA revenue source is removed or substantially reduced. See (23 CFR 450.324 (f) (11)(viii) **(for interim updates)** |

(OPTIONAL) Scenario Planning

**Associated SOP: Scenario Analysis SOP**

23 CFR 450.324 (i) 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.

|  |
| --- |
| Component; Scenario Planning (all optional) |
| The MTP considers potential regional investment strategies for the planning horizon for the different strategies; |
| The MTP considers assumed distribution of population and employment; |
| The MTP considers 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; |
| The MTP considers A scenario that improves the baseline conditions for as many of the performance measures identified in [§ 450.306(d)](https://www.law.cornell.edu/cfr/text/23/450.306#d) as possible; |
| The MTP considers Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; |
| The MTP considers estimated costs and potential revenues available to support each scenario |
| The MTP evaluates scenarios using locally developed measures in addition to using Federal Performance Areas and Measures. |

Resources:

Sample MTP Task List:

Z:\Planning\Transportation Planning References\MTP Resources\2019 MTP Templates and Task Assignments\SampleMTPTaskList.xlsx

Needs Analysis Task Assignment Examples

**Active Transportation**:

Z:\Planning\PLDV-2019.0003 Victoria MTP 2045\Tasks\Task Assignments\20190218 Active Transportation Analysis.docx

**Crash Analysis SOP:**

<INSERT LINK ONCE APPROVED>

**Demographic Analysis:**

Z:\Planning\PLDV-2019.0135 RGVMPO 2020-2045 MTP Update\Tasks\Task Assignments\20200103\_Census Data Pull\_RG.docx

Z:\Planning\PLDV-2019.0135 RGVMPO 2020-2045 MTP Update\Tasks\Task Assignments\20200106\_Census Data Join\_Planner.docx

Z:\Planning\PLDV-2019.0135 RGVMPO 2020-2045 MTP Update\Tasks\Task Assignments\20200323\_Demographic Overview\_RG.docx

**Financial Analysis:**

Z:\Planning\PLDV-2019.0003 Victoria MTP 2045\Tasks\Task Assignments\20190419 Develop Funding Background.docx

**Freight Analysis:**

Z:\Planning\PLDV-2019.0135 RGVMPO 2020-2045 MTP Update\Tasks\Task Assignments\20200513\_Freight Analysis\_v2.docx

Z:\Planning\PLDV-2019.0135 RGVMPO 2020-2045 MTP Update\Tasks\Task Assignments\20200513\_FreightParking\_SHP\_RL.docx

**Pavement and Bridge Conditions**

Z:\Planning\PLDV-2019.0135 RGVMPO 2020-2045 MTP Update\Tasks\Task Assignments\20200203\_Bridge and Road Condition Analysis.docx

**Plan Review**

Z:\Planning\PLDV-2019.0135 RGVMPO 2020-2045 MTP Update\Tasks\Task Assignments\20200102\_Plan Review\_RG.docx

**Systems Level Analysis**

Z:\Planning\PLDV-2019.0135 RGVMPO 2020-2045 MTP Update\Tasks\Task Assignments\20200917\_System Level Analysis\_ScottH.docx

**Transit analysis**

Z:\Planning\PLDV-2019.0135 RGVMPO 2020-2045 MTP Update\Tasks\Task Assignments\20200320\_TransitData\_RL.docx

Z:\Planning\PLDV-2019.0135 RGVMPO 2020-2045 MTP Update\Tasks\Task Assignments\20200501\_TDP Composite Score Analysis\_.docx

Z:\Planning\PLDV-2019.0135 RGVMPO 2020-2045 MTP Update\Tasks\Task Assignments\20200501\_Transit Needs and Gaps Assessment\_AW.docx

**Transportation (Roadway Travel) Analysis**

Z:\Planning\PLDV-2019.0135 RGVMPO 2020-2045 MTP Update\Tasks\Task Assignments\20200406\_Roadway Analysis\_.docx

Definitions:

*FTA – Federal Transit Administration*

*FHWA – Federal Highway Administration*

*MPO – Metropolitan Planning Organization*

1. <https://ecfr.io/Title-23/Section-450.306> [↑](#footnote-ref-1)
2. <https://ecfr.io/Title-23/Section-450.324> [↑](#footnote-ref-2)
3. <https://www.ecfr.gov/cgi-bin/text-idx?node=pt23.1.490&rgn=div5#se23.1.490_1107> [↑](#footnote-ref-3)