

Metropolitan Transportation Plan Content Review Checklist for MPOs

Name of MPO:

Plan Document Name:

Date Draft MTP Completed:

MTP Adoption Date:

Background and Introduction

At least every four (4) years in air quality nonattainment and maintenance areas and at least every five (5) years in attainment areas, a Metropolitan Planning Organization (MPO) shall update and confirm the validity of its Metropolitan Transportation Plan (MTP), prior to its effective date of the plan. Through the planning process, the MPO shall check the plan's consistency with current and forecasted transportation and land use conditions and trends, in accordance with [23 CFR §450.324 Development and Content of the Metropolitan Transportation Plan](#).

The attached MTP Content Review Checklist outlines the review process for the MPO's MTP development process. This review process shall be an interactive process between the MPO, State, and the FHWA Division Office. The MTP must describe countermeasure strategies and projects to mitigate any foreseen impacts on the transportation system and identify funds from all sources being used to achieve identified performance targets. The FHWA Division office shall provide feedback to MPOs on needed modifications and recommended improvements as it relates to the safety, efficiency, and longevity of identified transportation networks. Division Offices will determine if the MTP is in compliance with Chapter 1 of Title 23, U.S. C., as amended by the Fixing America's Surface Transportation Act (FAST Act); and provide "best practice" recommendations to support program progress. The MTP Content Review Checklist outlines a consistent process for reviewing each MPO's MTP. It also provides accountability and transparency by documenting the basis for comments and recommendations.



General Metropolitan Transportation Plan Requirements	YES/NO	Page #
1. Does the metropolitan transportation planning process include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date? - 23 CFR 450.324 (a)		
2. Does the MPO consider ALL the factors described in §450.306 as they relate to a minimum 20-year forecast period? - 23 CFR 450.324 (a)		
3. Does the transportation plan 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) that facilitates the safe and efficient movement of people and goods and addresses current and future transportation demand? - 23 CFR 450.324 (b)		
4. Is the transportation plan valid and consistent with current and forecasted transportation and land use conditions and trends? - 23 CFR 450.324 (c)		
5. Is the transportation plan a coordinated effort between the MPO, the State(s), and the public transportation operator(s) on validating data used in preparing other existing modal plans for providing input to the transportation plan? - 23 CFR 450.324 (e)		
6. Also, is the plan based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? - 23 CFR 450.324 (e)		
7. Is the transportation plan prepared in consultation with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation? This may include either: (1) Comparison of transportation plans with State conservation plans or maps, if available; or (2) Comparison of transportation plans to inventories of natural or historic resources, if available. - 23 CFR 450.324 (g)(1) & (2)		
8. Does the transportation plan provide individuals, affected public agencies, public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, users of public transportation and/or pedestrian and bicycle transportation facilities, the disabled and other interested parties with a reasonable opportunity to comment on the transportation plan using the public participation plan developed under §450.316(a).- 23 CFR 450.324 (j)		
9. Does the MPO 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? - 23 CFR 450.324 (k)		
10. Does the transportation plan include an illustrative list of additional projects included in the financial plan under paragraph (f)(11) of this section? - 23 CFR 450.324 (l)		



Necessary Metropolitan Transportation Plan Requirements	YES/NO	Page #
11. Is the transportation plan current and does it project transportation demand of persons and goods in the metropolitan planning area over the forecast period? - 23 CFR 450.324 (f)(1)		
12. Does the transportation plan include 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 forecast period? - 23 CFR 450.324 (f)(2)		
13. Does the transportation plan provide a description of the performance measures and targets used in assessing the performance of the transportation system in accordance with §450.306(d)? - 23 CFR 450.324 (f)(3)		
14. Does the transportation plan provide a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d)(i)?		
15. Does the transportation plan include progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data? - 23 CFR 450.324 (4)(i)		
16. For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, does the transportation plan include an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets? - 23 CFR 450.324 (f)(4)(ii)		
17. Does the transportation plan include 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? - 23 CFR 450.324 (f)(5)		
18. Does the transportation plan provide an assessment of capital investment and other strategies to preserve the existing and projected future transportation infrastructure? - 23 CFR 450.324 (f)(7)		
19. Does the transportation plan provide for multimodal capacity increases based on regional priorities and needs? - 23 CFR 450.324 (f)(7)		
20. Does the transportation plan reduce the vulnerability of the existing transportation infrastructure to natural disasters? - 23 CFR 450.324 (f)(7)		



<p>21. Does the transportation plan provide 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? Does it provide strategies and investments that preserve and enhance intercity bus systems, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate? - 23 CFR 450.324 (f)(8)</p>		
<p>22. Does the transportation plan provide the design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 CFR part 93, subpart A)? - 23 CFR 450.324 (f)(9)</p>		
<p>23. In all areas (regardless of air quality designation), are all proposed improvements described in sufficient detail to develop cost estimates? - 23 CFR 450.324 (f)(9)</p>		
<p>24. Does the transportation plan discuss the types of potential environmental mitigation activities and areas in which to carry out these activities, including those that may have the greatest potential to restore and maintain the environmental functions affected by the MTP?</p>		
<p>a. Has the discussion concerning such activities been developed in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies? - 23 CFR 450.324 (f) (10)</p>		
<p>25. Does the transportation plan provide pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).? - 23 CFR 450.324 (f)(12)</p>		
<p>26. Does the metropolitan transportation plan integrate the priorities, goals, countermeasures, strategies or projects for the metropolitan planning area contained in the Highway Safety Improvement Program (HSIP), including the State Highway Safety Program (SHSP) 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 that references applicable emergency relief and disaster preparedness plans and strategies along with policies that support homeland security? - 23 CFR 450.324 (h)</p>		
<p>27. Does the transportation plan include the development of multiple scenarios based on the needs of its communities? - 23 CFR 450.324 (h)(i)</p>		



<p>35. Has the MPO established and documented the two-year deadline for the effective dates of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, and 49 U.S.C. 5329? FHWA/FTA will only determine the conformity of, or approve as part of a STIP, a TIP that is based on a metropolitan transportation planning process that meets the performance-based planning requirements in this part? - 23 CFR 450.340 (e)</p>		
<p>Necessary Metropolitan Transportation Plan Financial Plan Requirements</p>	<p>YES/NO</p>	<p>Page #</p>
<p>36. For purposes of transportation system operations and maintenance, does the financial plan contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53)? - 23 CFR 450.324 (f)(11)(i)</p>		
<p>37. For developing the metropolitan transportation plan, did the MPO(s), public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation as required under §450.314(a)?</p>		
<p>a. Have all necessary financial resources from public and private sources been identified that are reasonably expected to be made available to carry out the transportation plan? - 23 CFR 450.324 (f)(11)(ii)</p>		
<p>38. Does the financial plan include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan? <i>In the case of new funding sources, strategies for ensuring their availability shall be identified.</i> - 23 CFR 450.324 (f)(11)(iii)</p>		
<p>a. Does the financial plan 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? - 23 CFR 450.324 (f)(11)(iii)</p>		
<p>39. In developing the financial plan, did the MPO consider 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? <i>If so, revenue and cost estimates that support the metropolitan transportation plan must use 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).</i> - 23 CFR 450.324 (f)(11)(iv)</p>		
<p>40. For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), does the financial plan reflect aggregate cost ranges/cost bands, if the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands? - 23 CFR 450.324 (f)(11)(v) <i>(If the MPO uses cost ranges or banding then this applies; if not it is N/A)</i></p>		



41. For illustrative purposes, does the financial plan include projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available? - 23 CFR 450.324 (f)(11)(vii)		
Special Air Quality Requirements		
Transportation Management Areas	YES/NO	Page #
42. Does the transportation plan include consideration of the results of the congestion management process? - 23 CFR 450.324 (f)(4)		
Attainment Areas	YES/NO	Page #
43. In attainment areas, is the effective date of the transportation plan the date of adoption by the MPO? - 23 CFR 450.324 (a)		
Non-attainment and Maintenance Areas	YES/NO	Page #
44. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. - 23 CFR 450.324 (a)		
Non-attainment for Ozone or CO	YES/NO	Page #
45. Does the transportation plan indicate coordination for developing transportation control measures (TCMs) in the State Implementation Plan (SIP)? - 23 CFR 450.324 (d)		
Non-attainment for Ozone or CO -TMAs	YES/NO	Page #
46. Does the transportation plan include identification of single-occupancy vehicle (SOV) projects that result from a congestion management process? - 23 CFR 450.324 (f)(4)		

Provide any additional comments below – please reference the question number that you are addressing.

