

# 2045 Regional Transportation Plan

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## 2045 Regional Transportation Plan



### THANK YOU

Welcome and thank you for committing to participate in the 2045 Regional Transportation Plan (RTP) Task Force and sharing your knowledge and expertise to develop an update to the RTP. This 18-24 month effort will consider our region's transportation needs over the next 30 years and determine the appropriate solutions for making this a more efficient, livable, safe and economically thriving community.

This workbook contains information intended to assist you in development of the plan. Inside you will find an overview of the 2045 RTP planning process, federal regulations regarding the development of the regional transportation plan, current travel conditions, summaries of relevant PAG reports and other items.

Throughout the process, you will receive additional items as they become available to guide you in plan development. This workbook is a starting point to provide some context and help you become familiar with some of the region's transportation issues. The content is certainly not exhaustive by any means, but we believe it will be a valuable tool for you as we start reviewing our region's critical needs.

If you would like other information not included in this workbook, or if you would like to see additional studies or plans, please contact Patrick Hartley (PHartley@PAGregion.com) or Katharine Hardy (khardy@PAGregion.com) for further assistance.

### TASK FORCE ROLES AND RESPONSIBILITIES

The Regional Transportation Plan (RTP) Task Force will serve as an advisory body for the development of Pima Association of Governments' long-range transportation plan for the region. The purpose of the Task Force is to represent a variety of user needs and perspectives as they relate to future transportation investments in our region. Members of the Task Force will review and guide all decisions and deliverables of the plan and will be asked to represent their stakeholder group's perspectives in the planning process. They also will be asked to serve as a contact between the Task Force and stakeholders to ensure broad participation in public activities.

#### Roles of the 2045 Regional Transportation Plan Task Force

- Review and confirm the regional vision and goals
- Identify key transportation issues for the region
- Consider appropriate solutions for regional transportation issues
- Integrate concepts and themes received from the public input process
- Bring a unique background and perspective to the process
- Work as a group toward consensus on complex and often competing solutions

#### Responsibilities of the 2045 Regional Transportation Plan Task Force

- Actively participate in the work of the task force.
- Regularly attend meetings (or have an alternate attend when you are unable to).
- Review background materials and draft plan products before meetings.
- Make contributions and provide objective opinions on issues.
- Develop a conceptual framework for future transportation investment scenarios.
- Participate in Task Force working groups.
- Provide a link to communities that are represented on the Task Force by taking information back to stakeholder communities, bringing those communities' comments back to the Task Force meetings and encouraging attendance at open houses and participating in a stakeholder session.

The RTP planning process will begin in January 2014 and will conclude in summer/fall 2015. During that time, the Task Force will be asked to attend seven to eight meetings held at key decision points in the process. Additionally, Task Force members will be asked to volunteer to participate in working groups to select and prioritize projects for the various transportation investment scenarios. This may require attendance at additional meetings during the spring and summer of 2014.

## 2045 REGIONAL TRANSPORTATION PLAN TIMELINE AND TASK LIST

Beginning in June 2013, Pima Association of Governments began the process of updating the region's long-range transportation plan, with a planning horizon of 2045. The Plan, to be known as the 2045 Regional Transportation Plan, will be the first RTP created under the new federal guidelines as described in MAP-21 (Moving Ahead for Progress in the 21st Century) legislation. In order to be fully MAP-21 compliant, this RTP will be the first to contain a regional performance report which will evaluate the condition and performance of the transportation system. The report also must show progress achieved in meeting performance targets in comparison with the performance in previous reports (the RTP 2045 will establish the baseline), have an evaluation of how the preferred scenario has improved conditions and performance, and contain an evaluation of how local policies and investments have impacted costs necessary to achieve performance targets, where applicable.

In addition to the new federal focus on performance reporting, the Plan also will differ from previous plans in another significant way. The RTP 2045 will emphasize a scenario planning approach in order to select and prioritize projects and then communicate the effects of those investment decisions to the public in a comprehensible and more integrated manner. If time and resources permit, the scenario approach also will allow PAG to explore the impacts of forces from outside of the transportation system, such as different levels of population growth and distribution of land uses, as well as explore the impacts of reduced or increased revenue for the transportation system.

The planning process will be guided by a planning Task Force representing a wide-range of expertise, diversity of perspectives, and interest in the transportation system. Additionally, there will be two more intensive and broader public participation components to the planning process as well as opportunities for comment throughout the planning period. The entire process will last two years, concluding in the summer of 2015. The Plan update is required to be completed no later than March 29, 2016, to remain compliant (four years from the approval of the last Plan amendment, providing some flexibility in the timeline of the process).

### RTP TIMELINE

Time Frame	Tasks
<b>Background and Preparation (June 2013-December 2013)</b>	
June-December 2013	<ul style="list-style-type: none"> <li>Develop transportation fact sheets</li> <li>Update database</li> <li>Develop Task Force handbook</li> <li>Identify and recruit Task Force members</li> <li>Review existing jurisdictional plans and population projections</li> <li>Develop base land use model</li> <li>Begin updating project list</li> <li>Identify and contact community groups for ThinkTank workshops</li> <li>Develop a ThinkTank process outline</li> <li>Develop financial plan</li> </ul>
July-September 2013	IGT Transportation Priorities Survey

Time Frame	Tasks
<b>Regional Transportation Plan: Phase 1 (January 2014-May 2014)</b>	
January 2014	<b>Task Force Meeting #1:</b> <ul style="list-style-type: none"> <li>Review materials</li> <li>Review national goals</li> <li>Review public participation plan</li> </ul>
January-March 2014	<b>Public Involvement Effort</b> <ul style="list-style-type: none"> <li>Conduct targeted stakeholder sessions using ThinkTank to identify public priorities and Plan vision and goals</li> <li>Have an online component</li> <li>Hold informational open houses</li> </ul>
April 2014	<b>Projects:</b> Complete update of the universe of projects
April 2014	<b>Task Force Meeting #2:</b> <ul style="list-style-type: none"> <li>Review public input and results from the IGT transportation survey</li> <li>Revise vision, goals and objectives based on input</li> </ul>
May 2014	<b>Task Force Meeting #3:</b> <ul style="list-style-type: none"> <li>Review national performance measures</li> <li>Finalize vision, goals, objectives.</li> <li>Discuss additional performance measures</li> <li>Review project lists</li> <li>Develop scenario frameworks               <ul style="list-style-type: none"> <li>Base Line</li> <li>Revenue Constrained #1</li> <li>Revenue Constrained #2</li> <li>Revenue Constrained #3</li> <li>Etc.</li> </ul> </li> </ul>



### RTP TIMELINE CONTINUED

Time Frame	Tasks
<b>Regional Transportation Plan Phase #2 (May 2014-January 2015)</b>	
May 2014	<b>Scenario Development Working Groups</b> <ul style="list-style-type: none"> <li>Convene working groups to create alternative scenarios</li> </ul>
July 2014	<b>Project List:</b> <ul style="list-style-type: none"> <li>Finalize project list</li> <li>Build alternative scenarios</li> <li>Cost analysis of alternatives</li> </ul>
July 2014	<b>Task Force Meeting #4:</b> <ul style="list-style-type: none"> <li>Present, discuss and refine alternative scenarios</li> <li>Present and revise performance targets</li> </ul>
Aug.-Sept. 2014	Model scenarios and evaluate based on performance measures and targets
October 2014	<b>Task Force Meeting #5:</b> <ul style="list-style-type: none"> <li>Share results of scenario modeling</li> <li>Review public involvement materials</li> </ul>
Sept.-October 2014	<b>Public Participation #2:</b> <ul style="list-style-type: none"> <li>Public comments on alternatives and their performance</li> </ul>
November 2014	<b>Task Force Meeting #6:</b> <ul style="list-style-type: none"> <li>Review public comments and discuss final project prioritization</li> <li>Consider to levels of cost constraint.</li> </ul>
Nov. 2014-Jan. 2015	<b>Reconcile Scenarios:</b> Work with jurisdictions and Task Force to develop final project list by synthesizing scenarios
January 2015	<b>Task Force Meeting #7:</b> Review and approve final scenario
January 2015	Model Final Scenarios



Time Frame	Tasks
<b>Regional Transportation Plan Phase #3 (January 2015-July 2015)</b>	
January-April 2015	Assemble draft Plan document
April 2015	<b>Task Force Meeting #8:</b> <ul style="list-style-type: none"> <li>Review draft Plan document and scenario performance</li> </ul>
May-June 2015	<b>Public Participation #3</b> <ul style="list-style-type: none"> <li>Public comment on draft Plan</li> </ul>
June/July 2015	Regional Council Approval
November 2015	Alternative 2045 Regional Council Plan Approval
March 29, 2016	2045 Plan submission deadline

## PROTECTED POPULATIONS – FEDERAL REGULATIONS

Two federal references discuss how to address “protected populations” in transportation planning: Title VI of the 1964 Civil Rights Act and Executive Order 12898. Both provide guidance to metropolitan planning organizations, such as Pima Association of Governments (PAG), when conducting their short- and long-range planning processes. Some highlights are provided below.

### Title VI of the 1964 Civil Rights Act

- Prohibits discrimination on the basis of race, color and national origin in program and activities receiving federal funds

### Environmental Justice, Executive Order 12898

- Reaffirms that each federal agency must make environmental justice part of its mission by identifying and addressing the following:
- “...no group of people should bear a disproportionate share of the negative environmental consequences resulting from... the execution of federal, state, local and tribal policies and programs”

### U.S. Department of Transportation Regulations for Planning Organizations

- Avoid disproportionately high and adverse human and environmental effects
- Prevent denial, reduction or delay in benefits received by minority and low-income populations

### Examples of Adverse Effects

- Increased traffic congestion, isolation, exclusion or separation of minority or low-income areas
- Denial of, reduction in, or significant delay in receipt of benefits of DOT programs, policies or activities to minority or low-income groups

### How to Measure Benefits and Adverse Effects to Affected Populations

- **Accessibility** - Number of jobs within “x” minutes travel time (consider all modes)
- **Travel times** – Travel times savings resulting from proposed project
- **Availability/Quality of service** - percentage of RTP or TIP projects in minority area compared to percent of regional population in minority area
- **Transportation affordability**

## APPENDIX 1 — FHWA FACT SHEET FOR METROPOLITAN LONG RANGE PLANNING

### Program purpose

The metropolitan planning process establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/ Federal Transit Administration responsibility.

### Statutory and regulatory citation(s)

MAP-21 §§ 1105, 1201; 23 USC 104, 134; 23 CFR Part 450

### Funding features

Funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall federal-aid obligation limitation.

MAP-21 (Moving Ahead for Progress in the 21st Century) has a new approach to “formula” program funding, authorizing a lump sum total instead of individual authorizations for each program. Once each state’s combined total apportionment is calculated, an amount is set aside for the state’s metropolitan planning program via a calculation based on the relative size of the state’s FY 2009 metropolitan planning apportionment. (See “Apportionment” fact sheet for a description of this calculation.)

### SET-ASIDES

From the state’s metropolitan planning apportionment, a proportionate share of funds for the state’s Transportation Alternatives Program is to be set aside. (See “Apportionment” fact sheet for a description of this calculation.)

**Federal share:** Determined in accordance with 23 USC 120.

### Key modifications

Modifications to the metropolitan planning process include the following:

#### PERFORMANCE-BASED PLANNING

- Metropolitan planning organizations (MPOs) will be required to establish and use a performance-based approach to transportation decision making and development of transportation plans.
- Each MPO will establish performance targets that address the MAP-21 surface transportation performance measures (see: National Goals and Performance Management Measures fact sheet).
- The performance targets selected by an MPO will be coordinated with the relevant state to ensure consistency to the maximum extent practicable.
- Performance targets selected by an MPO will be coordinated with public transportation providers, to the maximum extent practicable, to ensure consistency with sections 5326(c) and 5329(d) of title 49.
- MPOs are required to integrate into the metropolitan transportation planning process other performance-based

transportation plans or processes.

- The MPOs will establish performance targets not later than 180 days after the date that the relevant state or public transportation provider establishes performance targets.
- Within two years of enactment of MAP-21, the structure of all MPOs will be required to include officials of public agencies that administer or operate public transportation systems.

#### LONG RANGE TRANSPORTATION PLAN (PLAN)

- The Plan will include a description of the performance measures and performance targets used in assessing the performance of the transportation system.
- The Plan also will include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the established performance targets.
- MPOs have the option of developing multiple scenarios for consideration during the development of the Plan.

#### TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- The TIP will include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the Plan, linking investment priorities to those performance targets.

### Continuing provisions

Significant continuing provisions include:

- The minimum population required for an MPO remains at more than 50,000; Transportation Management Areas (TMAs) are those areas with a population greater than 200,000.
- The Plan must be prepared and updated every 4 years (or more frequently if the MPO elects to do so) in nonattainment areas and areas that were nonattainment and are now under a maintenance plan. In other areas, the Plan will be prepared and updated on a five-year cycle (or more frequently if the MPO elects to do so).
- The Plan covers a minimum 20-year planning horizon with air quality conformity and fiscal constraint.
- Public involvement remains a hallmark of the metropolitan planning process.
- The TIP is to be updated at least once every 4 years and approved by the MPO and Governor.
- A congestion management system is required in TMAs

and the planning process in TMAs must be certified by the Secretary.

### Performance report

The Secretary is required to submit a report to Congress not later than five years after the date of enactment of MAP-21. The report is to evaluate:

- The overall effectiveness of performance-based planning as a tool for guiding transportation investments;

- The effectiveness of the performance-based planning process for each metropolitan planning organization;
- The extent to which MPOs have achieved, or are making substantial progress towards achieving, the performance targets, and whether MPOs are developing meaningful performance targets; and
- The technical capacity of MPOs that operate within a metropolitan planning area of less than 200,000, and their ability to carry out the planning requirements.

## APPENDIX 2 — FHWA PERFORMANCE MANAGEMENT FACT SHEET

### Program purpose

A key feature of MAP-21 is the establishment of a performance- and outcome-based program. The objective of this performance- and outcome-based program is for states to invest resources in projects that collectively will make progress toward the achievement of the national goals.

**Statutory citation(s):** MAP-21 §§1106, 1112-1113, 1201-1203; 23 USC 119, 134-135, 148-150

### NATIONAL POLICY IN SUPPORT OF PERFORMANCE MANAGEMENT

“Performance management will transform the federal-aid highway program and provide a means to the most efficient investment of federal transportation funds by refocusing on

national transportation goals, increasing the accountability and transparency of the federal-aid highway program, and improving project decision-making through national performance goals.”[§1203; 23 USC 150(a)]

### NATIONAL PERFORMANCE GOALS

Establishes national performance goals for the federal-aid highway program in seven areas:

[§1203; 23 USC 150(b)]

Goal area	National goal
<b>Safety</b>	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
<b>Infrastructure condition</b>	To maintain the highway infrastructure asset system in a state of good repair
<b>Congestion reduction</b>	To achieve a significant reduction in congestion on the National Highway System
<b>System reliability</b>	To improve the efficiency of the surface transportation system
<b>Freight movement and economic vitality</b>	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
<b>Environmental sustainability</b>	To enhance the performance of the transportation system while protecting and enhancing the natural environment
<b>Reduced project delivery delays</b>	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices

### PERFORMANCE MEASURES

Requires the Secretary, in consultation with states, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below. Provides for DOT to establish such measures within 18 months of enactment, and prohibits DOT from establishing additional performance measures. [§1203; 23 USC 150(c)]

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled—on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

### PERFORMANCE TARGETS

- Setting of State targets. Within one year of the DOT final rule on performance measures, requires states to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. [§1203; 23 USC 150(d)]

To ensure consistency each state must, to the maximum extent practicable –

- o coordinate with an MPO when setting performance targets for the area represented by that MPO; and
- o coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO. [§1202; 23 USC 135(d)(2)(B)]
- Setting of MPO targets. Within 180 days of states or providers of public transportation setting performance targets, requires MPOs to set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. [§1201; 23 USC 134(h)(2)].
- Plans requiring targets. Requires the following plans to include state targets (and/or MPO targets, as appropriate):
  - o Metropolitan transportation plans. [§1201; 23 USC 134(i)(2)(B)]
  - o Metropolitan Transportation Improvement Program (TIP). [§1201; 23 USC 134(j)(2)(D)]
  - o Statewide Transportation Improvement Program (STIP). [§1202; 23 USC 135(g)(4)]

- o State asset management plans under the National Highway Performance Program (NHPP). [§1106; 23 USC 119(e)]
- o State performance plans under the Congestion Mitigation and Air Quality Improvement program. [§1113(b)(6); 23 USC 149(l)]

Additionally, state and MPO targets should be included in statewide transportation plans. [§1202; 23 USC 135(f)(7)]

- Reporting on progress. Requires states to report on the condition and performance of the NHS; the effectiveness of the investment strategy document in the state asset management plan for the NHS; progress toward achieving performance targets; and the ways in which the state is addressing congestion at freight bottlenecks. [§1203; 23 USC 150(e)]

### THRESHOLDS FOR BRIDGE AND PAVEMENT CONDITION

- Establishment of thresholds. Requires DOT to establish, as part of its rulemaking on performance measures, minimum thresholds for Interstate pavement condition. [§1203; 23 USC 150(c)(3)]

Requires each state to maintain minimum thresholds for Interstate pavement condition (the level set by DOT in its rulemaking) and NHS bridges (no more than 10% of total NHS bridge deck area may be on structurally deficient bridges). [§1106; 23 USC 119(f)]

- Failure to meet thresholds. Requires a state that fails to meet or maintain these thresholds over a statutorily designated time period to reserve a specified portion of its NHPP funding for Interstate pavement and NHS bridge projects. In some cases also requires the state to transfer a specified portion of its Surface Transportation Program (STP) funding to NHPP. (See NHPP fact sheet for detail) [§1106; 23 USC 119(f)]

### TRENDS IN SAFETY PERFORMANCE

Imposes additional requirements on a state in relation to specified measures of highway safety: [§1112; 23 USC 148(g)]

- Rural road safety. If the fatality rate on rural roads in a state increases over the most recent two- year period, the state must dedicate a specified amount of funds under the Highway Safety Improvement Program for high risk rural road safety projects.
- Older driver and pedestrian safety. If the traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a state increase over the most recent two-year period, the state must detail in its next Strategic Highway Safety Plan how it intends to address increases in those rates.

### OTHER ACCOUNTABILITY MEASURES

- Target achievement under NHPP. Requires a state that fails to achieve (or to make significant progress toward achieving) its performance targets for the NHS for two consecutive reports to describe in its next performance report to DOT (under amended 23 USC 150(e)) the actions it will take to achieve its

targets. [§1106; 23 USC 119(e)(7)]

- Target achievement under HSIP. Requires a state that fails to achieve (or to make significant progress toward achieving) its HSIP performance targets within two years of the targets' establishment to –

- o dedicate a specified portion of its obligation authority to HSIP projects until the Secretary determines that the state has made significant progress toward or met the targets; and

- o annually submit to the Secretary an implementation plan that includes certain specified components related to highway safety until the Secretary determines that the

state has made significant progress toward or met the targets. [§1112; 23 USC 148(i)]

- Certification of planning process for Transportation Management Areas (TMAs). Continues to require the Secretary to certify at least once every four years whether the metropolitan planning process of an MPO serving a TMA meets the requirements, including the requirements of 23 USC 134 and other applicable federal law. One of these requirements is to include a performance-based approach in the metropolitan transportation planning process (see 23 USC 134(h)(2)). Absent this certification, DOT may withhold up to 20% of the funds attributable to the metropolitan planning area. [§1201; 23 USC 134(k)(5)]

## TITLE 23: HIGHWAYS

23 USC § 134 -

### Metropolitan transportation planning

<http://www.law.cornell.edu/uscode/text/23/134>

(a) **POLICY.**— It is in the national interest—

- (1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and
- (2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, state departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135 (d).

(h) **SCOPE OF PLANNING PROCESS.**—

- (1) In general.— The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will—
  - (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
  - (B) increase the safety of the transportation system for motorized and nonmotorized users;
  - (C) increase the security of the transportation system for motorized and nonmotorized users;

(D) increase the accessibility and mobility of people and for freight;

(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;

(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

(G) promote efficient system management and operation; and

(H) emphasize the preservation of the existing transportation system.

### (2) PERFORMANCE-BASED APPROACH.—

(A) In general.— The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in section 150 (b) of this title and in section 5301 (c) of title 49.

(B) Performance targets.—

- (i) Surface transportation performance targets.—
  - (I) In general.— Each metropolitan planning organization shall establish performance targets that address the performance measures described in section 150 (c), where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the metropolitan planning organization.
  - (II) Coordination.— Selection of performance targets by a metropolitan planning organization shall be coordinated with

the relevant state to ensure consistency, to the maximum extent practicable.

(ii) Public transportation performance targets.— Selection of performance targets by a metropolitan planning organization shall be coordinated, to the maximum extent practicable, with providers of public transportation to ensure consistency with sections 5326 (c) and 5329 (d) of title 49.

(C) Timing.— Each metropolitan planning organization shall establish the performance targets under subparagraph (B) not later than 180 days after the date on which the relevant state or provider of public transportation establishes the performance targets.

(D) Integration of other performance-based plans.— A metropolitan planning organization shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other state transportation plans and transportation processes, as well as any plans developed under chapter 53 of title 49 by providers of public transportation, required as part of a performance-based program.

(3) Failure to consider factors.— The failure to consider any factor specified in paragraphs (1) and (2) shall not be reviewable by any court under this title or chapter 53 of title 49, subchapter II of chapter 5 of title 5, or chapter 7 of title 5 in any matter affecting a transportation plan, a TIP, a project or strategy, or the certification of a planning process.

### (I) DEVELOPMENT OF TRANSPORTATION PLAN.—

(1) Requirements.—

(A) In general.— Each metropolitan planning organization shall prepare and update a transportation plan for its metropolitan planning area in accordance with the requirements of this subsection.

(B) Frequency.—

- (i) In general.— The metropolitan planning organization shall prepare and update such plan every 4 years (or more frequently, if the metropolitan planning organization elects to update more frequently) in the case of each of the following:
  - (I) Any area designated as nonattainment, as defined in section 107(d) of the Clean Air Act (42 U.S.C. 7407 (d)).
  - (II) Any area that was nonattainment and subsequently designated to attainment

in accordance with section 107(d)(3) of that Act (42 U.S.C. 7407 (d)(3)) and that is subject to a maintenance plan under section 175A of that Act (42 U.S.C. 7505a).

(ii) Other areas.— In the case of any other area required to have a transportation plan in accordance with the requirements of this subsection, the metropolitan planning organization shall prepare and update such plan every 5 years unless the metropolitan planning organization elects to update more frequently.

(2) Transportation plan.— A transportation plan under this section shall be in a form that the Secretary determines to be appropriate and shall contain, at a minimum, the following:

(A) Identification of transportation facilities.—

- (i) In general.— An identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions.
- (ii) Factors.— In formulating the transportation plan, the metropolitan planning organization shall consider factors described in subsection (h) as the factors relate to a 20-year forecast period.

(B) Performance measures and targets.— A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with subsection (h)(2).

(C) System performance report.— A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in subsection (h) (2), including—

- (i) progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports; and
- (ii) for metropolitan planning organizations that voluntarily elect to develop multiple scenarios, 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.

(D) Mitigation activities.—

(i) In general.— A long-range transportation plan shall include 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 plan.

(ii) Consultation.— The discussion shall be developed in consultation with federal, state, and tribal wildlife, land management, and regulatory agencies.

(E) Financial plan.—

(i) In general.— A financial plan that—

(I) demonstrates how the adopted transportation plan can be implemented;

(II) indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and

(III) recommends any additional financing strategies for needed projects and programs.

(ii) Inclusions.— The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available.

(iii) Cooperative development.— For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator, and state shall cooperatively develop estimates of funds that will be available to support plan implementation.

(F) Operational and management strategies.—

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.

(G) Capital investment and other strategies.— Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.

(H) Transportation and transit enhancement activities.— Proposed transportation and transit enhancement activities.

**(3) COORDINATION WITH CLEAN AIR ACT**

**AGENCIES.**— In metropolitan areas that are in nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. 7401 et seq.), the metropolitan planning organization shall coordinate the development of a transportation plan with the process for development of the transportation control measures of the state implementation plan required by that Act.

**(4) OPTIONAL SCENARIO DEVELOPMENT.—**

(A) In general.— A metropolitan planning organization 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, in accordance with subparagraph (B).

(B) Recommended components.— A metropolitan planning organization that chooses to develop multiple scenarios under subparagraph (A) shall be encouraged to consider—

(i) potential regional investment strategies for the planning horizon;

(ii) assumed distribution of population and employment;

(iii) a scenario that, to the maximum extent practicable, maintains baseline conditions for the performance measures identified in subsection (h)(2);

(iv) a scenario that improves the baseline conditions for as many of the performance measures identified in subsection (h)(2) as possible;

(v) revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and

(vi) estimated costs and potential revenues available to support each scenario.

(C) Metrics.— In addition to the performance measures identified in section 150 (c), metropolitan planning organizations may evaluate scenarios developed under this paragraph using locally-developed measures.

**(5) CONSULTATION.—**

(A) In general.— In each metropolitan area, the metropolitan planning organization shall 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 a long-range transportation plan.

(B) Issues.— The consultation shall involve, as appropriate—

(i) comparison of transportation plans with state conservation plans or maps, if available; or

(ii) comparison of transportation plans to inventories of natural or historic resources, if available.

**(6) PARTICIPATION BY INTERESTED PARTIES.—**

(A) In general.— Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, 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.

(B) Contents of participation plan.— A participation plan—

(i) shall be developed in consultation with all interested parties; and

(ii) shall provide that all interested parties have reasonable opportunities to comment on the

contents of the transportation plan.

(C) Methods.— In carrying out subparagraph (A), the metropolitan planning organization shall, to the maximum extent practicable—

(i) hold any public meetings at convenient and accessible locations and times;

(ii) employ visualization techniques to describe plans; and

(iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph (A).

**(7) PUBLICATION.**— A transportation plan involving federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.

**(8) SELECTION OF PROJECTS FROM ILLUSTRATIVE LIST.**— Notwithstanding paragraph (2)(C), a state or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(C).