

2045

Metropolitan Transportation Plan

Technical Report #6 Federal Compliance Checklist

Gulf Regional Planning Commission
Metropolitan Planning Organization

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1.0 Introduction

The Gulf Regional Planning Commission (GRPC), the regional Metropolitan Planning Organization (MPO), is responsible for developing and carrying out a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process in the metropolitan area.

The Metropolitan Transportation Plan (MTP) is a part of this 3-C planning process and has specific requirements set forth in federal legislation. These requirements are the focus of this technical report.

2.0 Federal Compliance Checklist

This checklist demonstrates how the 2045 MTP complies with federal requirements for metropolitan transportation plans as set forth in 23 U.S.C. 134 and 23 CFR 450.324.



- 1.) The long-range transportation plan has no less than a 20-year planning horizon.

The Plan has a 25-year planning horizon, ending in 2045.



- 2.) The plan includes both long-range and short-range strategies/actions that provide for the development of a safe and integrated multimodal transportation system to address current and future transportation demand.

The Plan contains short-range and long-range strategies identified in *Technical Report #5: Plan Development* and the main MTP document.



- 3.) If the applicable State Implementation Plans (SIPs) include Transportation Control Measures (TCMs), the MPO should coordinate the plan development with process for developing the TCMs.

The active SIP does not contain any TCMs.



- 4.) The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the plan. The Plan shall use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The Plan shall include current and projected transportation demand of persons and goods to the horizon year of the plan.

The MPO, the State, and public transportation operators validated and provided data used in preparing modal elements. The Plan uses up-to-date socioeconomic data and projects future demand as discussed in *Technical Report #1: Modeling and Forecasting*. It also uses outside projections of demand to supplement this data, where available.

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- 5.) The MPO planning process shall provide for the implementation of projects and strategies that address the following planning factors:
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 - Increase the safety of the transportation system for motorized and non-motorized users;
 - Increase the security of the transportation system for motorized and non-motorized users;
 - Increase accessibility and mobility of people and freight;
 - 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;
 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - Promote efficient system management and operation;
 - Emphasize the preservation of the existing transportation system;
 - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation;
 - Enhance travel and tourism.

The planning factors listed above guided the development of the Plan. They influenced the questions asked during the Stakeholder Consultation and Public Involvement process and were used in developing goals and objectives. They were also used to develop the project scoring criteria used to select the fiscally constrained projects. Further information can be found in *Technical Report #2: Existing Conditions*, *Technical Report #4: Needs Assessment*, and *Technical Report #5: Plan Development*.



- 6.) The plan shall include existing and proposed transportation facilities that serve important national and regional transportation functions over the period of the transportation plan.

The existing and proposed facilities are discussed in *Technical Report #2: Existing Conditions*, *Technical Report #4: Needs Assessment*, and *Technical Report #5: Plan Development*.

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- 7.) The plan shall include a description of the performance measures and performance targets used in assessing the performance of the transportation system, and a report on progress achieved in meeting the performance targets.

The MPO's performance measures and progress in meeting the performance targets is discussed in *Technical Report #3: Transportation Performance Management*. Measures of effectiveness of the existing transportation system are discussed in *Technical Report #2: Existing Conditions*. The effectiveness of the future system with only Existing Plus Committed projects is discussed in *Technical Report #4: Needs Assessment*. The effectiveness of the future system with the Existing Plus Committed projects and the proposed fiscally constrained projects is discussed in *Technical Report #5: Plan Development*.



- 8.) The plan shall include operational and management strategies to improve the performance of existing transportation facilities to relieve congestion and maximize the safety and mobility.

The Plan features strategies for improving operations, management, safety, and mobility. These are discussed in *Technical Report #4: Needs Assessment*, *Technical Report #5: Plan Development*, and *Technical Report #7: Congestion Management Process*.



- 9.) The plan shall include consideration of the results of the congestion management process, including the identification of SOV projects.

The MPO's congestion management process, detailed in *Technical Report #7: Congestion Management Process*, was used in project scoring and prioritization. Further, it was used to identify corridors of concern and determine if additional MTP test projects were needed.



- 10.) The plan shall include an assessment of capital investment and other strategies to preserve the existing and future infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

The Plan addresses regional priorities and capital investment in *Technical Report #5: Plan Development*. *Technical Report #4: Needs Assessment* evaluates multimodal needs, preservation needs, and natural disaster mitigation needs.

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- 11.) The plan shall include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption.

The Plan includes transportation and transit enhancement activities. Details can be found in *Technical Report #5: Plan Development*.



- 12.) The plan shall include a description of existing and proposed transportation facilities in sufficient detail and include cost estimates.

The existing transportation facilities within the region are discussed in *Technical Report #3: Existing Conditions*. The proposed transportation facilities, including cost estimates, are discussed in *Technical Report #5: Plan Development*.



- 13.) The plan shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.

Environmental mitigation activities and potential areas to conduct them are discussed in *Technical Report #5: Plan Development*.



- 14.) The MPO 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 the transportation plan. The consultation shall involve, as appropriate, a comparison of transportation plans with State conservation plans or maps, if available.

Environmental consultation is described in *Technical Report #5: Plan Development*.

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15.) The plan shall include a financial plan that demonstrates how the plan can be implemented and includes:

- Cooperatively- developed estimates of costs and revenue sources reasonably expected to be available to adequately operate and maintain the highways and public transit (in “year of expenditure dollars”)
- Recommendations on any additional financing strategies to fund projects and programs included in the plan.

The financial plan is discussed in *Technical Report #5: Plan Development* and includes these requirements.



16.) The metropolitan transportation plan should integrate the priorities, goals and strategies in the State's Highway Safety plans and Improvement programs, and public transportation agency safety plans.

Strategies to increase transportation safety are discussed in *Technical Report #4: Needs Assessment* and *Technical Report #5: Plan Development*. The MPO’s progress towards the state’s safety performance measures and how to support the state targets set in the Highway Safety Improvement Plan are discussed in *Technical Report #3: Transportation Performance Management*.



17.) The plan shall demonstrate that stakeholders were given the opportunity to comment on the plan based on the MPO’s Public Participation Plan; (Including 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 cash out 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).

The efforts undertaken to involve the stakeholders and general public as part of the planning process are detailed in *Technical Report #5: Plan Development*.

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- 18.) The plan shall demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction.

Agencies involved with tourism or natural disasters and response have been included in the stakeholder consultation, described in *Technical Report #5: Plan Development*.



- 19.) The plan was made readily-available for public review in electronically accessible formats.

The Technical Reports and the main MTP document were made readily-available for public review online and details can be found in *Technical Report #5: Plan Development*.



- 20.) Visualization techniques were used to describe the plan.

The Plan features a variety of graphs, tables, infographics, and maps to display key information within the various Technical Reports and main MTP document.



- 21.) Air quality conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and EPA regulations.

Since the MPO planning area is not a Maintenance or Nonattainment Area for air quality standards it is not subject to air quality conformity analysis or the associated documents and processes.