

## Federal Requirements for Long Range Transportation Plans Checklist

<p><b>§450.324 Development and content of the metropolitan transportation plan.</b></p>
<p>(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in §450.306 as the factors relate to a minimum 20-year forecast period. 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. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.</p>
<p>The Connected KC 2050 Plan has a 30-year time horizon: <a href="https://connectedkc.org/about-the-plan/">https://connectedkc.org/about-the-plan/</a></p>
<p>(b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.</p>
<p>Plan strategies which are meant for both the short- and long-term are included under “What we want” for each outcome:          Access to Opportunity: <a href="https://connectedkc.org/access-to-opportunity/">https://connectedkc.org/access-to-opportunity/</a>          Public Health and Safety: <a href="https://connectedkc.org/public-health-and-safety/">https://connectedkc.org/public-health-and-safety/</a>          Healthy Environment: <a href="https://connectedkc.org/healthy-environment-2/">https://connectedkc.org/healthy-environment-2/</a>          Transportation Choices: <a href="https://connectedkc.org/transportation-choices/">https://connectedkc.org/transportation-choices/</a>          Economic Vitality: <a href="https://connectedkc.org/economic-vitality-2/">https://connectedkc.org/economic-vitality-2/</a>          List of all strategies: <a href="https://connectedkc.org/strategies-list/">https://connectedkc.org/strategies-list/</a>          Please also see "Next Steps" for near, mid- and long-term work that MARC will undertake, following the adoption of this plan: <a href="https://connectedkc.org/next-steps/">https://connectedkc.org/next-steps/</a></p>
<p>(c) The MPO shall review and update the transportation plan at least every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.</p>
<p>The Kansas City Region is in an attainment area, and thus updates its long-range transportation plan every 5 years. The MARC Board is set to adopt the plan in June, after which point, it will be submitted to the governors of Kansas and Missouri:  <a href="http://www.connectedkc.org">www.connectedkc.org</a> (whole plan)</p>
<p>(d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP). (</p>
<p>Not applicable to MARC/Kansas City Region.</p>
<p>(e) 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 transportation plan. In updating the</p>

<p>transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.</p>
<p>See “Forecast Methodology and Results” under “What else is in the plan:” <a href="https://connectedkc.org/plan-documents/">https://connectedkc.org/plan-documents/</a></p>
<p>(f) The metropolitan transportation plan shall, at a minimum, include:</p>
<p>(1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.</p>
<p>See “Forecast Methodology and Results” under “What else is in the plan:” <a href="https://connectedkc.org/plan-documents/">https://connectedkc.org/plan-documents/</a> See “Freight” under “What else is in the plan:” <a href="https://connectedkc.org/plan-documents/">https://connectedkc.org/plan-documents/</a></p>
<p>(2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, non-motorized transportation facilities (e.g., pedestrian walkways and bicycle 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 over the period of the transportation plan.</p>
<p>Existing transportation facilities: See “Existing transportation facilities” under “What else is in the plan:” <a href="https://connectedkc.org/plan-documents/">https://connectedkc.org/plan-documents/</a> See proposed facilities under “Projects:” <a href="https://connectedkc.org/projects/">https://connectedkc.org/projects/</a></p>
<p>(3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d).</p>
<p>See “Performance Measures” under “What else is in the plan:” <a href="https://connectedkc.org/plan-documents/">https://connectedkc.org/plan-documents/</a></p>
<p>(4) 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), including—</p>
<p>(i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and</p>
<p>(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.</p>
<p>See “Performance Measures” under “What else is in the plan:” <a href="https://connectedkc.org/plan-documents/">https://connectedkc.org/plan-documents/</a></p>
<p>(5) 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;</p>
<p>See “Performance Measures” under “What else is in the plan:” <a href="https://connectedkc.org/plan-documents/">https://connectedkc.org/plan-documents/</a></p>

See strategies listed under “Economic Vitality” in “What we want”:

<https://connectedkc.org/economic-vitality-2/>

(6) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.

Not applicable to MARC/Kansas City Region.

(7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider 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.

See “System Efficiency” under “How we’ll get there:” <https://connectedkc.org/strategies-list/>

8) Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate.

See “Intercity travel” under “What else is in the plan:” <https://connectedkc.org/plan-documents/>  
See “Transportation Choices” in “What we want”: <https://connectedkc.org/transportation-choices/>  
See “Transit” under “Projects by System:” [https://marc2.org/tr\\_rtp/browseprojects.aspx](https://marc2.org/tr_rtp/browseprojects.aspx)

(9) 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 under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates.

See projects: <https://connectedkc.org/projects/>

(10) 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 metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation.

See “Healthy Environment” in “What we want:” <https://connectedkc.org/healthy-environment-2/>  
See “Climate Protection and Resilience” in “How we’ll get there:” <https://connectedkc.org/climate-protection-and-resilience/>

*As part of the regional transportation plan development process, a variety of environmental consultation processes were undertaken in order to evaluate potential environmental mitigation activities pertinent to the transportation sector. These activities focused on those policies, plans, and*

*strategies that had the greatest potential to restore and maintain the environmental functions affected by the transportation plan.*

*Three meetings were convened in 2018 of federal, state and local environmental agencies to evaluate needs and strategies for inclusion in the plan. Feedback provided was formally included in the initial needs assessment, as well as in the formulation of appropriate strategies to address those needs.*

*Participating agencies included the:*

- *Kansas City, Missouri Office of Environmental Quality*
- *Kansas Department of Wildlife, Parks and Tourism*
- *Kansas Department of Health and Environment*
- *Missouri Department of Natural Resources*
- *Missouri Department of Conservation*
- *Johnson County Department of Health and Environment*
- *US Fish and Wildlife Service, and*
- *US Environmental Protection Agency.*

*Additionally, environmental consultation occurred through other MARC committee processes.*

*Transportation planning elements were presented to the Air Quality Forum and Sustainable Places Policy Committee on many occasions. The Air Quality Forum has overseen the development of the Clean Air Action Plan (CAAP), which was last updated in 2018. That plan focuses on sustainability elements that contribute to the reduction of ozone-forming emissions. Energy efficiency, alternative energy, native landscaping, green infrastructure, integrated land use/transportation/environmental planning, transit-oriented development, urban heat island abatement, and green and complete streets all figured prominently in the CAAP. Those strategies, in turn, are reflected in the metropolitan transportation plan. The SPPC oversees the Planning Sustainable Places program, which is a platform to test and implement sustainable land use planning concepts that benefit mobility and air quality at the same time.*

*Finally, Climate Action KC, a newly forming nonprofit focused on climate action and resilience has participated in the review and refinement of various planning concepts. Their publication of the [Climate Action Playbook](#), which includes a chapter on transportation-focused climate mitigation strategies, also informs strategies included in the transportation plan in a meaningful way.*

(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

See “Financial capacity” under “What else is in the plan:” <https://connectedkc.org/plan-documents/>

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.

<p>While the financing of constrained projects in Connected KC 2050 are not contingent upon new sources of revenue, the plan does include ideas on new sources of revenue: See “New funding sources” under “How we’ll get there:” <a href="https://connectedkc.org/new-funding-sources/">https://connectedkc.org/new-funding-sources/</a></p>
<p>(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the 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).</p>
<p>See “Financial capacity” under “What else is in the plan:” <a href="https://connectedkc.org/plan-documents/">https://connectedkc.org/plan-documents/</a></p>
<p>(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.</p>
<p>See “Financial capacity” under “What else is in the plan:” <a href="https://connectedkc.org/plan-documents/">https://connectedkc.org/plan-documents/</a></p>
<p>(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.</p>
<p>Not applicable to MARC/Kansas City Region.</p>
<p>(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.</p>
<p>See “Illustrative” under “View by Organization,” “View by System,” and “View by Primary Project Mode:” <a href="https://marc2.org/tr_rtp/browseprojects.aspx">https://marc2.org/tr_rtp/browseprojects.aspx</a></p>
<p>(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.</p>
<p>N/A</p>