

APPENDIX

B



Federal requirements

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23 CFR § 450.324 - Development and content of the metropolitan transportation plan.

(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.

- The 2050 MVRTP has a 30-year planning and forecast horizon.

(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.

- Chapters 1 and 2 profile the multimodal transportation system, including major issues, needs, and priorities.
- Chapter 3 describes, lists, and maps the fiscally constrained investment strategies to address identified needs and priorities to create an integrated multimodal transportation system.
- Appendices J-N profile individual travel modes, including strategies and actions to help create an integrated multimodal transportation system.

(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.

- The 2050 MVRTP (adoption in 2021) represents the “four-year update” to DRCOG’s 2040 MVRTP (adopted in 2017).

(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).

- The 2050 MVRTP addresses federal air quality conformity requirements (including coordination with the State Implementation Plan for Air Quality) in Chapter 4 and Appendix S.

(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 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.

- The 2050 MVRTP was prepared in close coordination with CDOT and RTD. This “interagency” process is discussed in Chapters 1 and 3 and Appendix C.
- Appendix F describes the inputs used to create the 2050 socioeconomic data forecasts.

(f)

The metropolitan transportation plan shall, at a minimum, include:

(1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.

- **(f)(1):** Major inputs and outputs for the 2050 MVRTP for the planning period base year (2020) and horizon year (2050) are contained in Appendix E.

(2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized 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.

- **(f)(2):** The multimodal transportation system is profiled in Chapter 2, investments and projects are discussed in Chapter 3, and greater details by travel mode are contained in Appendices J-N.

(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).

- **(f)(3):** Performance measures and targets are discussed in Chapter 4 and Appendix G. Chapter 3 discusses how the FAST Act performance measures were used in the candidate project evaluation process.

(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— (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 (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.

- **(f)(4):** Appendix G is the 2050 MVRTP System Performance Report.

(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;

- **(f)(5):** Chapter 2 discusses operational and management strategies, DRCOG's Congestion Management Program (CMP), transportation safety and related topics. These issues are also discussed In Appendix K (Taking Action on Regional Vision Zero) and Appendix N (Mobility Choice Blueprint).

(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.

- **(f)(6):** As noted, Chapter 2 discusses DRCOG's CMP and its link to the 2050 MVRTP.

(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.

- **(f)(7):** Chapter 3 includes the assessment of project and program investment strategies to preserve the multimodal transportation system, provide multimodal capacity increases to address regional priorities and needs, and other considerations.

(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;

- **(f)(8):** Chapter 3 and Appendix J (Coordinated Transit Plan) discuss the 2050 MVRTP's integrated fiscally constrained and unconstrained transit vision, including all components of the transit system within and connecting the region.

(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;

- **(f)(9):** Chapter 3 describes, lists, and illustrates (maps) the fiscally constrained multimodal project investment priorities. This includes the network of air quality regionally significant capacity projects subject to air quality conformity determination.

(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;

- **(f)(10):** Chapter 4 describes in detail environmental mitigation activities and their relationship to the 2050 MVRTTP. Appendix O contains a series of environmental maps based on available data showing habitats, conservation areas, wildlife crashes, and other environmental information.

(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). (ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified. (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. (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). (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. (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. (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. (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.

- **(f)(11):** The 2050 financial plan is summarized in Chapter 3 and contained in Appendix H.

(12) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).

- **(f)(12):** Active transportation investments are discussed in Chapter 3. Appendix L contains DRCOG’s Active Transportation Plan.

(g)

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: (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.

- Chapter 4 describes in detail environmental mitigation activities and their relationship to the 2050 MVRTP. Appendix O contains a series of environmental maps based on available data showing habitats, conservation areas, wildlife crashes, and other environmental information.
- Appendix F describes the inputs used to create the 2050 socioeconomic data forecasts.

(h)

The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the 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, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and nonmotorized users.

- Appendix K (Taking Action on Regional Vision Zero) was prepared in close coordination with CDOT's Strategic Transportation Safety Plan.
- Appendix G (System Performance Report) and Chapter 4 describe coordination with RTD to integrate its Public Transportation Agency Safety Plan into DRCOG's Transportation Performance Management framework.
- Chapter 2 discusses transportation security issues, as does Appendix N (Mobility Choice Blueprint).

(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. (1) An MPO that chooses to develop multiple scenarios under this paragraph (i) is 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 areas identified in § 450.306(d) and measures established under 23 CFR part 490; (iv) A scenario that improves the baseline conditions for as many of the performance measures identified in § 450.306(d) 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. (2) In addition to the performance areas identified in 23 U.S.C. 150(c), 49 U.S.C. 5326(c), and 5329(d), and the measures established under 23 CFR part 490, MPOs may evaluate scenarios developed under this paragraph using locally developed measures.

- DRCOG conducted an extensive scenario planning analysis for the 2050 MVRTP, documented in Appendix F.

(j)

The MPO shall provide individuals, affected public agencies, 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 cashout 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, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under § 450.316(a).

- DRCOG's robust and extensive public and stakeholder engagement for the 2050 MVRTP is described in Appendix C.

(k)

The MPO shall 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.

- Throughout the planning process, culminating in publication of the draft 2050 MVRTP for public review, DRCOG has made extensive use of the 2050 MVRTP webpage, the Social Pinpoint engagement page, an interactive map, and other electronic/virtual means of sharing information and engaging the public and stakeholders.
- DRCOG's robust and extensive public and stakeholder engagement for the 2050 MVRTP is described in Appendix C, including online and electronic efforts.

(l)

A State or MPO is not required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f) (11) of this section.

- NA

(m)

In nonattainment and maintenance areas for transportation related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93, subpart A). A 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, in accordance with the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93, subpart A. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

- DRCOG's 2050 MVRTP planning process and adoption schedule were structured so that FHWA and FTA could issue a joint conformity determination within the four-year plan update timeframe to maintain a conforming plan.