

Appendix I: Federally Required Planning Factors

The U.S. Code of Federal Regulations (CFR Section 450.306) requires that the metropolitan transportation planning process shall provide for consideration and implementation of projects, strategies, and services that will address eight different planning factors. The ways in which MRMPO's planning process has addressed these factors is described below.

(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

The 2035 MTP supports the economic vitality of the metropolitan area by including *economic activity and growth* as one of its three primary goals. The goal's objective statement is to "develop a transportation system that promotes economic activity and vitality in the region, achieved through decisions that provide an affordable, efficient, multi-modal and safe transportation network." The objectives that support the goal include serving areas with high population and employment activity, supporting private sector enterprise and supporting local priorities which are demonstrated with local matching funding and project readiness. These are achieved in part through the Project Prioritization Process, which awards projects that meet these objectives, and the MTP's performance monitoring, which includes performance targets that track whether the plan is meeting its stated goal of economic activity and growth.

(2) Increase the safety of the transportation system for motorized and non-motorized users;

MRMPO tracks and assesses safety in the region as one of its core planning activities and is striving to integrate safety into its planning process in multi-faceted ways. The 2035 MTP process increases the safety of the transportation system with the inclusion of a safety element chapter that responds to identified safety challenges in the region by providing strategies to address and improve safety. The Project Prioritization Process also encourages safety improvements by prioritizing those projects that include locations that could benefit from safety improvements and by encouraging projects that mitigate and improve dangerous conditions. The MTP monitoring process also includes a specific safety performance target that will be tracked to assess whether the MTP is achieving safety improvements that support the *quality of life* goal in terms of reducing fatality and injury crashes by 2.3 percent per year in the region. Finally, the plan has been made consistent with the State's Comprehensive Transportation Safety Plan.

3) Increase the security of the transportation system for motorized and non-motorized users;

Security was considered as part of the 2035 MTP planning process as described in Chapter 3.B.v of the Plan. Consultation with security-related stakeholders was undertaken to determine current practices and identify shortcomings in security planning for the regional transportation system.

4) Increase the accessibility and mobility of people and freight;

Accessibility is a major consideration of the 2035 MTP and was measured through the use of MRMPO's Transportation Accessibility Model (TRAM). Accessibility has been measured for environmental justice communities and to determine the region's access to public transportation services. These types of assessments allow MRMPO to determine where access deficiencies exist so they can be addressed through the planning process.

The mobility of people and freight are addressed through one of the Plan's three primary goals, the *mobility of people and goods*. This goal is supported through the Project Prioritization Process; mobility of freight is a performance criterion that supports the economic activity and growth goal. Freight mobility is also addressed in Chapter 3.A.v., which involved consultation with freight stakeholders to identify freight-related issues and needs for the region.

5) 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 patterns;

Quality of life is explicitly promoted as one of the Plan's primary goals. Objectives which promote quality of life, including air quality, safety, environmental justice and the preservation of existing infrastructure, are included as performance measures for the Project Prioritization Process. Performance targets for monitoring how the Plan is achieving its quality of life goal are also included. These include air quality, environmental justice, safety and existing infrastructure performance targets (for specific target metrics, refer to Chapter 5 of the 2035 MTP).

The environment is protected and enhanced, in part, through the inclusion of climate change, air quality, and environmental resources and mitigation discussion presented in the 2035 MTP. Energy conservation is promoted through the Plan's prioritization of projects incorporating alternative modes of transportation (pedestrian, bicycle and transit). Energy conservation is also promoted through the Plan's performance target of maintaining per capita vehicle miles traveled (VMT) at or below 2008 levels (reducing vehicle miles traveled is used as a proxy performance target for improving air quality, which supports the quality of life goal). Consultation with local environmental stakeholders was undertaken as part of the 2035 MTP planning process to identify environmental resources and mitigation measures to protect those resources. Finally, efforts were made to ensure the 2035 MTP is consistent with all applicable State and

local plans addressing population and employment growth as listed in Chapter 1. In addition, the Project Prioritization Process awards projects which result from, or are consistent with, existing local plans including comprehensive plans, area plans and sector plans.

6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

The integration and connectivity of the transportation system is enhanced through the Plan's prioritization of intermodal connectivity, which is a performance measure for *mobility*, one of the Plan's three goals. The intermodal connectivity performance measure encourages projects that provide direct connections to transit facilities as part of the Project Prioritization Process. Projects which provide direct access to intermodal facilities or which improve user services are ranked higher in the prioritization process.

Freight is integrated into the transportation planning process through the private sector (freight) performance measure for the economic activity and growth goal. This performance measure prioritizes areas of high commercial trucking activity. Projects that address these principal freight corridors and freight movement as their primary project purpose are awarded more points in the prioritization process.

7) Promote efficient system management and operation; and

Efficient system management and operation of the transportation system is ensured through continuing systems management and operations planning for the AMPA and conducted as part of MRMPO's planning process as documented in Chapter 3.B.i.

8) Emphasize the preservation of the existing transportation system.

Preservation of the existing transportation system is emphasized in two distinct ways: the Project Prioritization Process rewards projects which preserve existing infrastructure under the Plan's *quality of life* goal, and as part of monitoring the MTP's progress the preservation of existing infrastructure will be tracked for whether the percentage of monies spent on existing infrastructure (rather than on projects which add lane miles, or capacity) increases over time.

This page left intentionally blank.