"A dynamic document subject to periodic review for modification so that its effects would be a determinant of development."

SAFETEA-LU retains the 5-year schedule for air quality attainment areas such as Wichita Falls.

## OVERVIEW OF EXISTING METROPOLITAN TRANSPORTATION PLAN

The existing plan is a guide on which transportation projects should receive attention.

### Overview

A Metropolitan Transportation Plan (MTP) provides a vision for the future of a region's transportation system. Systematic updating of such plans provide assistance in the allocation of local, state, and federal funds for the improvements of the region's highway, road, bus, bicycle, pedestrian, and aviation systems. This MTP update is for the City of Wichita Falls' systems through 2030.

An MTP must be consistent with various state and federal regulations that determine funding and approval of transportation plans, and in accordance with legislation the previous MTP provided consideration of projects and strategies that supported economic vitality, improved transportation safety and mobility while promoting efficiencies, observed environmental needs and constraints, and improved transportation integration and connectivity while preserving existing systems.

In 1994, the Wichita Falls Metropolitan Planning Organization (MPO) adopted its first MTP, the Wichita Falls Transportation Plan 1995 – 2015. That plan was updated in January 2000, and this update continues in the tradition of reflection on accomplishments, future needs, and anticipated projects. This plan is therefore also referred to as a long range transportation plan, and is the second update of the MTP.

### Summary and Key Points of the Wichita Falls 2025 Metropolitan Transportation Plan (MTP)

An objective of the previous Metropolitan Transportation Plan (MTP) was to produce various recommendations for addressing transportation needs and demands.

Streets and Highways

Thoroughfare Plan

Part of this section described the Thoroughfare Plan, a "dynamic document subject to periodic review for modification so that its effects would be a determinant of development" (Wichita Falls MTP 2000-2025). The plan included classifications of the two types of thoroughfares and was a series of color-coded maps that depicted the MPO's system of roads and highways.

The first classification of thoroughfares was the State On-System roads, a selection of highways eligible for State and Federal funding. Farm-to-Market roads, State system Loops and Spurs, U.S. State Highways, and Interstate Highways comprised these "On-System" thoroughfares. Typically, the Federal government funds the initial 80 percent of these projects, while the State provides the 20 percent completion funds.

Off-System roads were the second classification and included various neighborhood, collector, and arterial roads. Typically, these roads are funded through County and City budgets, but occasionally also use Federal and State funds. Still, the City is responsible for rights-of-way acquisition, utility