



Appendix I

Federal Requirements Checklist

APPENDIX I FAST Act Plan Federal Requirements Checklist

	Federal Requirement for MPO Transportation Plans	MPO Process
1.	A long-range Plan should be prepared every four years in nonattainment areas.	The previous Regional Transportation Plan (RTP) was adopted in July 2012. The present RTP was adopted in July 2016.
2.	Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors) that function as an integrated metropolitan transportation system should be identified.	An overview of the regional transportation network, including existing facilities and proposed strategies, is provided in Chapter 4. Appendix A.1. lists the future projects that constitute our fiscally constrained Regional Transportation Plan.
3.	The planning horizon should extend 20 years into the future.	The RTP extends to 2040, a 24 year planning horizon.
4.	Performance measures and targets, along with a report of system performance and progress in meeting performance targets should be provided.	Chapter 9 of Transportation Matters provides an overview of SJTPO's Performance-Based Planning process and some of the prescribed performance measures required under the FAST Act. In addition, SJTPO has developed its own performance measures based on the existing goals of the Regional Transportation 2040 and Transportation Matters, as well as anticipated requirements from US DOT. Final federal guidance on incorporating performance measures and targets into the MPO planning process is pending. Finalization of these measures and targets will occur after federal guidance is finalized. The 2040 RTP Performance Report (released in 2015), as well as an update prepared for Transportation Matters, both assess the progress in meeting previous RTP goals. Both of these reports are available in Appendix G.
5.	For MPOs voluntarily incorporating scenario planning, assess how preferred scenarios have improved conditions and performance of the transportation system.	Three scenarios were modeled as part of Transportation Matters: 2040 Business-as-Usual, 2040 Critical Needs, and 2040 Bridge Closures. Chapter 7 of <i>Transportation Matters</i> contains a detailed description and results of these scenarios.

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6.	A discussion of environmental mitigation activities should be developed in consultation with federal, state, tribal wildlife, land management, and regulatory agencies. Potential areas to carry out these mitigation activities, along with the activities which may have greatest potential to restore and maintain environmental functions impacted by the Plan should be identified.	The consideration of environmentally sensitive areas informs the planning and development of our transportation improvement projects. Natural resources should be preserved in these places, and transportation system expansion should not occur here. Project level environmental impacts are identified during project development. Sensitive natural networks are mapped in Chapter 6.
7.	A financial plan should be prepared that demonstrates how the Plan can be implemented. 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). Financial estimates should be developed with cooperation from the transit operator and state.	The financial plan is available in Chapter 8. Revenue and cost estimates, using “year of expenditure dollars,” were developed in cooperation with NJ DOT. Financially reasonable projects were subsequently identified.
8.	Operational and management strategies to improve performance, relieve congestion, and maximize safety and mobility should be identified.	The Congestion Mitigation Systems analysis identifies congested intersections and highways in the region and proposes mitigation strategies. This is available in Appendix D.
9.	Capital investment strategies to preserve existing and future transportation infrastructure should be identified.	These strategies can be found in Appendix A List of Projects, and Appendix D, the Congestion Management Process (CMP) Activity Report.
10.	Proposed transportation and transit activities should be identified.	These activities can be found in Appendix A: List of Projects.
11.	Nonattainment areas must coordinate with Clean Air Act agencies.	Full coordination surrounding air quality conformity is documented in Appendix B: Air Quality Conformity Determination.

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12.	A reasonable opportunity should be provided to stakeholders to comment on the Plan.	A total of 13 public meetings (8 in Round I, 5 in Round II), were held during the development and release of <i>Transportation Matters</i> . In addition, a specialized website was created which allowed people to participate and submit comments via an online survey. An advertised public comment period was held between May 26, 2016 and June 24, 2016. The RTP was presented to organizations in the 4-county SJTPO region. Full documentation of the public outreach process is available in Appendix E.
13.	A Public Participation Plan must provide all interested parties the reasonable opportunity to comment on the Plan. Public meetings should be held a convenient and accessible locations, employ visualization techniques, and information should be available electronically.	SJTPO's latest Public Involvement Plan is available: www.sjtpo.org/pip . Of the 13 public meetings held throughout Rounds I and II of the Public Comment Period, 12 were held in Environmental Justice communities. As described below, all public documents were available electronically at www.sjtpo.org .
14.	The Plan shall be published or made publicly available for public review.	The RTP and supporting documentation are available at www.sjtpo.org/rtp . Additionally, hard copies of the document are available upon request and are available for viewing during general public outreach activities and at area libraries.

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