

MAP-21 MPO Plan Federal Requirement Checklist

ID	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 January 2011. The present RTP was adopted in January 2015.
2.	Major transportation facilities should be identified.	An overview of the regional transportation network is provided on page 2.
3.	The planning horizon should extend 20 years into the future.	The RTP extends to 2040, a 25 year planning horizon.
4.	Performance measures and targets, along with a report of system performance and progress in meeting performance targets should be provided.	Final federal guidance on incorporating performance measures and targets into the MPO planning process is pending. Potential performance measures have been identified with each action in the RTP, in coordination with the Delaware and Maryland DOTs. Finalization of these measures and targets will occur after federal guidance is finalized. The 2014 Regional Progress Report, which assessed the progress in meeting previous RTP actions and helped inform the present RTP is available in Appendix C.
5.	For MPOs voluntarily incorporating scenario planning, assess how preferred scenarios have improved conditions and performance of the transportation system.	An overview of the Transportation Investment Areas and scenario analyses developed in this RTP is available on page 26. A more detailed look at the scenario analyses are available in Appendix F.
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 boundaries of our Transportation Investment Areas. Sensitive areas are considered part of our "rural" designation. 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 Appendix T.
7.	A financial plan should be prepared that demonstrates how the Plan can be implemented. The financial plan should indicate available capital, recommend additional financing strategies, and may include additional unfunded projects. Financial estimates should be developed with cooperation from the transit operator and state.	The financial plan is available on page 32. Financial forecasts were developed in cooperation with Delaware and Maryland. Financially reasonable projects were subsequently identified.

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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 K.
9.	Capital investment strategies to preserve existing and future transportation infrastructure should be identified.	These strategies can be found in the Planning for Tomorrow section beginning on page 6 and the Investment Plan section beginning on page 32.
10.	Proposed transportation and transit activities should be identified.	These activities can be found in the Planning for Tomorrow section beginning on page 6 and the Investment Plan section beginning on page 32.
11.	Nonattainment areas must coordinate with Clean Air Act agencies.	Full coordination surrounding air quality conformity is documented in Appendix G.
12.	Consultation should occur with state and local agencies responsible for land-use management, natural resources, environmental protection, conservation, and historic preservation. The Plan should be compared with state conservation plans and maps, or inventories of natural and historic resources.	The identification in consideration of environmentally sensitive areas informs the boundaries of our Transportation Investment Areas. Sensitive areas are considered part of our "rural" designation. Natural resources should be preserved in these places, and transportation system expansion should not occur. Project level environmental and cultural impacts are identified during project development. Sensitive natural networks and historic properties are mapped in Appendix T.
13.	A reasonable opportunity should be provided to stakeholders to comment on the Plan.	A public open house featuring material relevant to the RTP was held on September 3, 2014. An advertised public comment period was held between November 17, 2014 and January 5, 2015. The RTP was presented to 30 organizations in New Castle County and Cecil County, reaching close to 1,000 people. Full documentation of the public outreach process is available in Appendix B.
14.	A Public Participation Plan must provide all interested parties the reasonable opportunity to comment on the Plan. Public meetings should be held at convenient and accessible locations, employ visualization techniques, and information should be available electronically.	A public open house featuring material relevant to the RTP was held on September 3, 2014 at an area hotel accessible by multiple forms of transportation. An advertised public comment period was held between November 17, 2014 and January 5, 2015. Visualization techniques were employed throughout the comment period. A virtual public workshop made information and the opportunity to comment available electronically at: <a href="http://www.WILMAPCO.org/rtp">www.WILMAPCO.org/rtp</a> . Full documentation of the public outreach process is available in Appendix B. The Public Participation Plan can be found in Appendix Q.

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15.	The Plan shall be published or made publicly available for public review.	The RTP and supporting documentation are available at: <a href="http://www.WILMAPCO.org/rtp">www.WILMAPCO.org/rtp</a> . Additionally, hard copies of the document are available upon request and are often available for viewing during general public outreach activities and at area libraries.