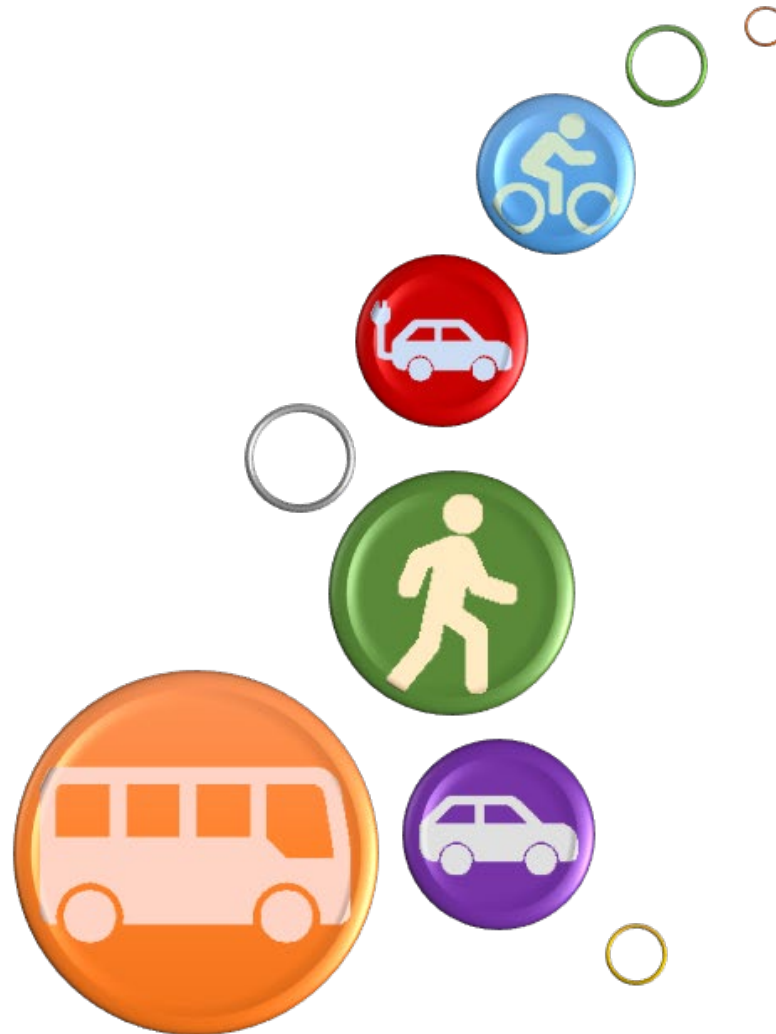


Appendix A • MTP Checklist Review





Minnesota MPO Metropolitan Transportation Plan (MTP) Checklist

MPO name: Rochester-Olmsted Council of Governments (ROCOG)

MPO contact: Bryan Law, Principal Planner

MTP name: ROCOG Long Range Transportation Plan 2045

MTP plan horizon year: 2045

Table 1 identifies the information covered in your MTP as required by 23 CFR 450. Complete the requested information as applicable.

Table 1: Federal requirements for MTPs

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.316(a)	MPO followed its public participation plan for the MTP process which included, but was not limited to adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Y/N	ROCOG did follow its public participation plan and has addressed the items listed. Chapter 6 of the plan summarizes outreach to public and partners; Appendix B will include summary of comments
450.316(b)	MTP included consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Y/N	Yes; see Chap 6, pages 6-8/9, for information for groups and agency outreach. Also note that ROCOG Transportation Technical Advisory Committee includes full members and ex-officio members representing key planning and transportation stakeholders.
450.324(a)	MTP addresses no less than a 20-year planning horizon as of the effective date.	Y/N	Plan addresses period of 2021-2045, allowing for full 20-year horizon through next plan updated in 2025.

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(a), 450.306(b)(1)	MTP addresses the economic vitality planning factor: <i>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.</i>	Y/N	<p>Chapter 4, page 4-8 includes a discussion of key economic development goals for Rochester urban area and how the plan supports those goals. In addition, pages 4-9 through 4-15 include discussion of larger urban area growth management strategy, which is key to supporting the Destination Medical Center, a \$5.6 billion economic development initiative underway in Rochester. Pages 4-17 through 4-20 also discusses conditions in the seven small cities of the ROCOG area including the importance of transportation to the regional workforce and employers.</p> <p>Chapter 5 highlights other important local plans starting on page 5-5 including some important to economic goals and how elements of the MTP link to success of those plans.</p> <p>In Chapter 10 future improvement projects that support Growth management plans and Economic Development are identified on pp 10.57-10.61.</p>

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Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(a), 450.306(b)(2)	MTP addresses the transportation safety planning factor: <i>Increase the safety of the transportation system for motorized and non-motorized users.</i>	Y/N	Pages 1 through 15 of Chapter 8 of the plan focuses on transportation safety including relationship of Statewide Strategic Highway Safety Plan and MnDOT District 6 Safety Plan to ROCOG area. Chapter 8 also summarizes efforts of SE Minnesota Towards Zero Death collaborative in enhancing safety. Pages 34 through 38 discuss in more detail key safety directions and strategies ROCOG supports along with its partners.
450.324(a), 450.306(b)(3)	MTP addresses transportation security planning factor: <i>Increase the security of the transportation system for motorized and non-motorized users.</i>	Y/N	Pages 38 through 46 of Chapter 7 address ROCOG’s role in security planning as it relates to transportation. ROCOG primarily serves in a support role as described in implementation directions found on page 7-45. Chapter 9 provides brief summary of work of Rochester Public Transit in developing Transit Safety Performance Targets in collaboration with ROCOG (see page 9-9)
450.324(a), 450.306(b)(4)	MTP addresses the mobility and accessibility planning factor: <i>Increase accessibility and mobility of people and freight.</i>	Y/N	Chapters 10,11 and 12 in particular focus on mobility and accessibility needs as related to the Major Street and Highway System (Chap. 10), the Rochester Public Transit System (Chap 11) and the regional Active Transportation network (Chap. 12). Additional information in terms of access and mobility enhancement is found in Chapter 13 (Travel Demand Management) and Chapter 14 (TSMO), including discussion of existing programs and services and priorities for the future.

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(a), 450.306(b)(5)	MTP addresses the environment planning factor: <i>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 development patterns.</i>	Y/N	Chapter 4 is devoted to discussion of the connection between land use and transportation in its many forms, including not discussion of initiatives such support for Transit-Oriented development in the Rochester urban area, support for the Rochester urban area Growth Management Plan adopted in 2018, and the urban/suburban/rural growth management policies found in the Olmsted County General Land Use Plan. Chapter 4 also talks about integration of environmental considerations into transportation planning processes on pages 4-24 to 4-26, and local se of street typology/street design guidelines on pp 4-30.
450.324(a), 450.306(b)(6)	MTP addresses the integration/connectivity planning factor: <i>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.</i>	Y/N	Connectivity of modal networks is discussed in Chapters 10,11 and 12 in relation to Major Street, Transit and Active Transportation respectively. Chapter 12 in particular in regard to Active Transportation discusses the need for and locations where improved connectivity to transit in particular but also to fills in pedestrian gaps and enhanced cycling facilities along major highway corridors is a priority. Chapter 11 discusses an aggressive program for improving the capacity and attractiveness of park and ride facilities including integration of mobility hub features to address commuter mode shift needs; Chapter 13 (TDM) includes discussion of emerging travel options which also relies on the integration of features across systems.

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Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(a), 450.306(b)(7)	MTP addresses the system efficiency planning factor: <i>Promote efficient system management and operation.</i>	Y/N	Chapter 14 (TSMO) devotes a full chapter to discussion of system management and efficiency strategies currently utilized and proposed for enhancement or implementation in the future.
450.324(a), 450.306(b)(8)	MTP addresses the system preservation planning factor: <i>Emphasize the preservation of the existing transportation system.</i>	Y/N	<p>Chapter 15 (Financial Assessment) includes extensive discussion of system preservation needs related to the Street and Highway system (see introduction on pages 15-11/12 with summary costs for MnDOT on pp 15-16/17; for Olmsted County on pp 15-19/20/21; and for Rochester on pp 15-23/24/25. Day to Day highway operations are discussed on pp15-27 thru 15- 32.</p> <p>Transit preservation is summarized in Table 15-12 on page 15-39; the primary cost identified from a preservation standpoint is vehicle replacement as well as ongoing operating costs for Fixed Route and Dial-A-Ride service. There are also new transit services proposed that will add additional long-term transit preservation costs. Note that in Chapter 9 performance planning measures for transit are discussed on page 9-9.</p> <p>A discussion of Active Transportation infrastructure preservation is found on pp 15-65 thru 15-67.</p>

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(a), 450.306(b)(9)	MTP addresses the system resiliency/reliability planning factor: Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.	Y/N	<p>Discussion of resiliency can be found in Chapter 7 in the Transportation Security discussion on pp 7-41 thru 7- 45, where local All Hazard Mitigation Plans and associated work by MnDOT place a focus on natural impacts such as flooding or poor soils affecting roadway infrastructure.</p> <p>Chapter 14 (TSMO) also discusses reliability as a key objective in terms of traffic operations and the types of existing and proposed strategies ROCOG and its partners will continue to emphasize to insure system reliability.</p>
450.324(a), 450.306(b)(10)	MTP addresses the travel and tourism planning factor: <i>Enhance travel and tourism.</i>	Y/N	The most direct link to travel and tourism as an important goal relates to the discussion of the Regional Active Transportation network found in Chapter 12 on pp 12-16/17 as well as the importance of state work in this realm found on pp 12-22 through 12-26.

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<p>450.324(b)</p>	<p>MTP includes 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).</p>	<p>Y/N</p>	<p>Development strategies are discussed in multiple chapters of the plan as follows:</p> <ul style="list-style-type: none"> • Safety development strategies are found on pp 7-34 thru 7-37 and include discussion of planning, engineering, safe routes and active transportation measures for creating safe multimodal system • Street development principles, particularly those related to Basic Modal Accommodation found on pp 10-35 through 10-39, and accommodation of Modal Overlay plans as discussed on pp 10-39 thru 10-43, lay out key principles for development of a multi-modal highway system • Pedestrian walkway strategies are discussion in pp 12-18 thru 12-22; broader discussion of strategies and actions related to Active Transportation infrastructure are included on pp 12-41 thru 12-43 • Chapter 4 includes discussion and reference to Street Typology and Street Design as it applies to the central core area of Rochester, where strong consideration to pedestrian oriented design principles is encouraged (see pp 4-30/31) • Chapter 16 includes additional discussion on implementation principles particularly in relation to street and highway development (p 16-2) calling for use of Complete Streets and Context Sensitive Design principles.
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Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(c)	MPO reviewed/updated the MTP at least every four years in air quality nonattainment and maintenance areas or five years in attainment areas.	Y/N	Last prior plan update was adopted in August of 2015; next update planned to occur in 2025
450.324(c)	MPO approved the transportation plan (and any revisions or updates), contents, and supporting analyses.	Y/N	ROCOG Policy Board approved the ROCOG 2045 Long Range Transportation Plan on September 23, 2020.
450.324(c)	MPO submitted the MTP for information purposes to MnDOT.	Y/N	YES
450.324(c)	MPO provided copies of any updated or revised transportation plans to FHWA and FTA.	Y/N	Yes
450.324(d)	<i>For ozone and carbon monoxide nonattainment areas only:</i> MPO coordinated the development of the MTP with the process for developing transportation control measures in the State Implementation Plan.	Y/N/NA	NA
450.324(e)	MPO, State(s), and the public transportation operator(s) validated data used in preparing other existing modal plans for providing input to the MTP. The update used the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.	Y/N	ROCOG worked with MnDOT District 6, City of Rochester and Olmsted County to confirm data. Note ROCOG is staffed by Olmsted County Planning Dept and has prepared all assumptions for population, employment and future land use and has partnered with city and county staff on various economic forecasts.
450.324(f)(1)	MPO used current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.	Y/N	Yes – ROCOG maintains the current travel demand model for Rochester urban area.

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Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(f)(2)	Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, non-motorized transportation facilities (pedestrian walkways and bicycle facilities), and inter modal connectors) identified in MTP function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions over the period of the transportation plan.	Y/N	<p>The Major Street and Highway Plan described in Chapter 10 focuses on development of those roadways providing national and regional transportation functions; Transit System (Chapter 11) discusses not only services in Rochester urban area but also regional services such as Regional Commuter Bus service and Regional Dial-a-Ride services; Active Transportation System (Chapter 12) focuses specifically on facilities in urban area that are important to larger regional bicycle travel and includes a specific Regional Active Transportation Network Plan reflecting state level planning work.</p> <p>Consideration is given to the integration of walking and bicycling modes with major street network and with fixed route transit services, including Bus Rapid Transit networks proposed for development in Rochester.</p> <p>In regard to air and rail travel, the plan focus is limited to where those modes intersect with the major street network, including recommendations for landside access upgrades in the vicinity of Rochester International Airport and rail crossing improvements along Canadian Pacific mainline.</p>
450.324(f)(3)	MTP describes the performance measures and targets used in assessing the performance of the transportation system in accordance with 450.306(d).	Y/N	Yes – See Chapter 9 pp 9-4 thru 9-10.

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(f)(4)	MTP includes a system performance report that evaluates the condition and performance of the transportation system with respect to the performance targets described in 450.306(d). This includes progress achieved by the MPO in meeting performance targets in comparison with system performance recorded in previous reports, including baseline data; and for MPOs with multiple scenarios: an analysis of how the preferred scenario has improved conditions and performance of the transportation system in addition to cost has been impacted by changes in local policies and investments.	Y/N	Yes – See Chapter 9 pp 9-4 thru 9-10.
450.324(f)(5)	MTP includes 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.	Y/N	Yes – See Chapter 14 on Transportation System Management and Operations
450.324(f)(6)	<i>For TMAs only:</i> MTP considers the results of the congestion management process that includes the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.	Y/N	NA

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Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(f)(7)	MTP assesses 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 MTP 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.	Y/N	<ul style="list-style-type: none"> • Capital Investment and strategies to preserve the system discussed in Chapter 15; specific narrative on pp 15-72 thru 15-77 talks about strategies and principles for investment in a constrained revenue scenario; • Multimodal capacity increases discussed in Chapters 10 (Street and Highways); Chapter 11 (Transit); and Chapter 12 (Active Transportation). • Reduction of vulnerability to natural disaster discussed in Security section of Chapter 7 • Projects and strategies addressing system efficiency and congestion discussed in Chapter 14
450.324(f)(8)	MTP includes 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.	Y/N	<p>Yes – discussion of regional commuter transit and regional dial-a-ride services included in Chapter 12</p> <p>Transportation alternatives and Travel Demand Management measures are the focus of Chapter 13.</p>
450.324(f)(9)	MTP describes all proposed improvements in sufficient detail to develop cost estimates.	Y/N	<p>Yes – costs are developed for all Major Street and Highway improvements (Chap 10 pp 10-47 thru 10-69); transit improvements (Chap 15 pp 15-37 thru 15-61) and Active Transportation (Chap 15 pp 15-62 thru 15-72, with project costs in Chap 12, pp 12-26 thru 12-40)</p>

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(f)(9)	<i>For nonattainment and maintenance areas only:</i> MTP includes design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, for conformity determinations.	Y/N	NA
450.324(f)(10)	MTP discusses 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 MTP. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO developed 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.	Y/N	Yes – plan includes discussion of <ul style="list-style-type: none"> • Strategies to respond to natural environment mitigation needs in Chapter 4, pp 4-24 thru 4-27; • Environmental Justice populations in Chapter 9, pp 9-13 thru 9-22) • Risks from factors such as flooding, landslides, soil conditions and other natural factors including flood risk mitigation on the ROCOG highway network in Chapter 7, pp 7-41 to 7-45.
450.324 (f)(11)(i)	MTP includes cost estimates and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways and public transportation.	Y/N	Yes – See Chapter 15 for discussion relative to Street and Highway network, Transit Service network and Active Transportation Network
450.324 (f)(11)(ii)	MPO, public transportation operator(s), and State cooperatively developed estimates of funds that will be available to support MTP implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are expected to be made available to carry out the transportation plan are identified.	Y/N	Yes – discussed in Chapter 15. Estimates of funds were discussed with partner agencies responsible for facility development as well as reviewed with MPO Policy Board.

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Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324 (f)(11)(iii)	MTP included recommendations for additional financing strategies to fund programs and projects.	Y/N	<p>Additional strategies are <u>discussed</u> relative to City of Rochester financing needs in Chapter 15, pp 15-9/10. City of Rochester will be lead jurisdiction determining whether to pursue new funding sources.</p> <p>Additional discussion of need for discretionary funding is highlighted in Chapters 10 and 15 in reference to identified illustrative projects that road authorities will be seeking funding for.</p>
450.324 (f)(11)(iii)	<i>For MTPs that identify new sources of funding:</i> MTP identified strategies for ensuring the availability of new funding sources.	Y/N/NA	NA
450.324 (f)(11)(iv)	In developing financial plan, MPO considered 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.	Y/N	<p>Yes – see discussion of anticipated funding in Chapter 15 for Street and highways (pp 15-6 through 15-10).</p> <p>Transit funding is discussed separately for each major service type on pp 15-37 thru 15-61.</p> <p>Active transportation revenue sources are discussed on pp 15-62 thru 15-65.</p>
450.324 (f)(11)(iv)	MTP used an inflation rate(s) for revenue and cost estimates 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).	Y/N	Yes – See Chapter 15, pp 15-4 thru 15-6
450.324 (f)(11)(v)	For the outer years of the MTP (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.	Y/N	Cost periods used in Chapter 15 for transit (near term / mid-term / long term) and for Active Transportation (near term / long term). Street and Highway needs expressed in terms of total need in 1) Current 2019 costs and 2) Year of Expenditure costs.

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324 (f)(11)(vi)	<i>For nonattainment and maintenance areas only:</i> MTP addresses specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.	Y/N/NA	NA
450.324 (f)(11)(vii)	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 (i.e., illustrative list).	Y/N	Yes – Illustrative projects included. Identified throughout Chapter 10 for various Project Improvement Groups (pp 10-48 thru 10-65) and listed in Table 15-11 on p. 15.36, Chapter 15.
450.324 (f)(12)	MTP included pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).	Y/N	Yes – see Chapter 12
450.324(g)	MPO consulted, 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.	Y/N	Yes – See Chapter 6 pp 6-7 to 6-9.
450.324(g)(1)	As part of the consultation process, MPO compared transportation plans with State conservation plans or maps, if available.	Y/N/NA	Yes (Appendix D)
450.324(g)(2)	As part of the consultation process, MPO compared transportation plans to inventories of natural or historic resources, if available.	Y/N/NA	Yes (Appendix D)

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Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(h)	MTP 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 non-motorized users.	Y/N	Yes – See following discussions <ul style="list-style-type: none"> • See Chapter 7, pp 7-1 thru 7-12 for discussion of State, District and local safety plans coordinated with ROCOG Long Range Plan • See Chapter 7, pp 7-38 thru 7-46 relative to coordination of MPO with Local Emergency Response agencies on preparedness plans and strategies. • See Chapter 9, p 9-9 for discussion of coordination with Transit Agency on the Interim Agency Safety Plan.
450.324(i)	<i>For MPOs that development multiple scenarios:</i> MPO encouraged to consider: potential regional investment strategies for the plan horizon; assumed distribution of population and employment; a scenario that maintains baseline performance conditions; a scenario that improves baseline for performance conditions; revenue constrained scenarios; and estimated costs and potential revenue for each scenario.	Y/N/NA	ROCOG did not prepare multiple scenarios separately for the Long Range Plan but did coordinate (and work on) preparation of scenarios that went into development of Planning to Succeed: Rochester Comprehensive Plan 2040 completed in 2018, which informed the traffic modeling and analysis of needs found in the ROCOG Plan for the Rochester urban area. Note the ROCOG staff at the time the city comprehensive plan was updated were part of a joint city-county planning department which provided staffing to city planning functions. This scenario planning focused on 1) evaluation of alternative population and employment distribution scenarios; 2) evaluation of alternative transit -oriented development scenarios including trend scenarios and two node and corridor-based scenarios; and 3) estimated costs for each scenario.

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(j)	MPO provided 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, 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).	Y/N	Yes – See Chapter 6
450.324(k)	MPO published or otherwise make readily available the MTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.	Y/N	Yes – See Chapter 6
450.324(m)	<i>For nonattainment and maintenance areas for transportation-related pollutants:</i> MPO, as well as the FHWA and the FTA, made a conformity determination on any updated or amended transportation plan.	Y/N	NA

Other plans

Table 2 identifies a list of plans in the metropolitan transportation planning process is integrated, either directly or by reference, as noted under 23 CFR 450.306(d)(4) and 23 CFR 450.306(g). The table below is not all inclusive. Other plans and/or studies prepared by the MPO, MnDOT and/or other local partners should be reviewed as applicable.

Table 2: Plans identified in federal MTP regulations

Plan name	MPO reviewed?	Notes
Statewide Multimodal Transportation Plan	Y/N	Yes – primary usefulness was in understanding expectations related to transportation funding
Minnesota State Highway Investment Plan	Y/N	Yes – integral to developing MnDOT and Local State Aid (CSAH/MSAS) revenue forecasts

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Plan name	MPO reviewed?	Notes
Greater Minnesota Transit Investment Plan	Y/N	Yes – integral to understanding revenue expectations in terms of State Transit Fund
Statewide Freight System and Investment Plan	Y/N	Yes – limited in terms of information applicable to ROCOG area
Statewide Bicycle System Plan	Y/N	Yes – incorporated recommendations specifically in Regional Active Transportation Network
Statewide Pedestrian System Plan	Y/N	Limited review
State Aviation System Plan	Y/N	No
Statewide Ports and Waterways Plan	Y/N/NA	NA
Statewide Rail Plan	Y/N	No
Transportation Asset Management Plan	Y/N	Yes – integral to understanding highway preservation needs and assumptions used by state
10-Year Capital Highway Investment Plan	Y/N	Yes – integral to understanding future improvement projects and developing revenues forecast
District Freight Plan	Y/N	Limited review of material related to district freight planning
District Bicycle Plan	Y/N	Yes – integral to development of Regional Active Transportation Network Plan
Strategic Highway Safety Plan	Y/N	Yes – integral to development of Safety Chapter
MnDOT District Safety Plan	Y/N	Yes – used to identify potential safety improvement projects and their costs
County(s) Safety Plan	Y/N	Yes – though County Highway Safety Plan it should be noted is dated (2009)
Public Transportation Agency Safety Plan	Y/N	Yes – though of limited applicability as it is an interim plan still under development
Congestion Mitigation and Air Quality Improvement Program Performance Plan	Y/N/NA	NA
Congestion Management Plan	Y/N/NA	NA
Minnesota Regional ITS Architecture Plan	Y/N	Yes – reviewed for relevance to Chapter 14 / Transportation System Management & Operations. Note State Strategic TSMO plan was relied on more substantively.
Other:	Y/N	