APPENDIX F

Federal Compliance

Metropolitan Transportation Plans (MTPs) are required to comply with federal transportation planning regulations, primarily outlined in 23 CFR Part 450, which establish how metropolitan planning organizations conduct a continuing, cooperative, and comprehensive planning process.

The Federal Highway Administration reviewed CRTPO's 2055 Metropolitan Transportation Plan and the accompanying table in this appendix for federal compliance and accepted the MTP without comment on January 5, 2026.

Table F-1: MTP Federal Regulator Requirements: CRTPO 2055 MTP

23 Code of Federal Regulations Part 450	Description	MPO Confirms Inclusion	Location within MTP where information can be found (Page #(s))	Staff/Consultant Explanation
§450.306(b)	The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the planning factors.	Confirmed	Chapter 1, pages 6-11, About the MTP, pages 12-13, Federal Planning Factors. Chapter 4, Tools and Strategies, pages 74-99 Chapter 7, Projects (pages 144-197) and Project Evaluation (pages 140-143)	The 2055 MTP goals are directly related to the federal planning factors. The goals carried forward into the creation of strategies/tools for use by CRTPO as well as into the project ranking criteria used to score projects.
§450.324(a)	The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in §450.306 as the factors relate to a minimum 20-year forecast period. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.	Confirmed	Chapter 1, Page 6-11, About the MTP Chapter 6, Page 124, MTP Horizon Years	Chapter 1 introduces the 2055 horizon year for the first time and the 4-year update cycle. Chapter 6 details the planning horizons used to demonstrate fiscal constraint.
§450.324(b)	The transportation plan shall include 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) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Confirmed	Chapter 4, Pages 74-99, Tools and Strategies Chapter 5, pages 115, CMP Strategies Chapter 7, pages 144-197 Projects	Chapter 4 introduces tools and strategies created to address challenges unique to the CRTPO region. These include the use of scenario planning to showcase how land use and growth decisions impact the accessibility of transit, biking, and walking infrastructure; the creation of an Active Transportation Corridor Tool that allows CRTPO and member jurisdictions the ability to evaluate and prioritize biking and walking improvements; and the inclusion of strategies for safely integration transportation technology. Chapter 5 includes an introduction to strategies/actions that help address future demand in an economical way while minimizing the need for additional capacity. Finally, Chapter 7 highlights projects for all modes of travel between now and the 2055 plan horizon.
§450.324(d)	In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).	Part of AQ Conformity Report		Will be included within the Conformity Determination Report.
§450.324(e)	The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.	Confirmed	Chapter 2, Page 20-22, MTP Committees Chapter 3, Page 41, Population Growth Chapter 3, Page 60, Connect Beyond (Preferred Regional Growth Concept) Chapter 3, Page 42, Employment and Economics Chapter 4, Page 69, Rapid Growth Chapter 5, Page 100-119, Congestion	The 2055 MTP engaged the State and Public Transportation Operators in several ways throughout the development of the MTP. Each entity had representation on the steering committee and advisory committee which were created to support the MTP development. Each entity also includes representation on CRTPO standing committees and work groups who reviewed and approved interim deliverables throughout the process. The latest estimates and assumptions outlined in 450.324(e) are integrated into various elements of the MTP as highlighted at left. These data sources were used in a variety of ways including as part of the scenario planning exercise, congestion management process development, and project evaluation.

23 Code of Federal Regulations Part 450	Description	MPO Confirms Inclusion	Location within MTP where information can be found (Page #(s))	Staff/Consultant Explanation
§450.324(f)	The metropolitan transportation plan shall, at a minimum, include:			
§450.324(f)(1)	The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;	Confirmed	Chapter 3, State of the Region and Chapter 4, Addressing Transportation Challenges. Appendix, Project Sheets	The MTP includes analysis and discussion of existing demand within Chapter 3 and the unique challenges posed by meeting this demand in Chapter 4. The project sheets included within the Appendix include the existing and future volume and capacity information for each project.
§450.324(f)(2)	Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.	Confirmed	Chapter 3, pages 48-57, Transportation Network. Chapter 7, pages 144-197, Projects	Chapter 3 includes an overview of existing transportation facilities and their role in the broader system. Chapter 7 includes proposed improvements and proposed new facilities for all modes.
§450.324(f)(3)	A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d).	Confirmed	Chapter 8, Evaluating Performance.	Chapter 8 includes all performance targets as required, including the necessary references to applicable state and public transportation provider plans.
§450.324(f)(4)	A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including— (i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and (ii) For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.	Confirmed	Chapter 8, Evaluating Performance	Chapter 8 includes all performance targets. CRTPO did not elect to develop or evaluate any performance measures that differ from those developed in collaboration with the State.
§450.324(f)(5)	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	Confirmed	Chapter 5, page 115, CMP Strategies and Appendix.	The CMP explores many strategies that are intended to relieve congestion. The MTP includes a brief accounting of these strategies, while the appendix includes a more robust description of each and the application of operational/management strategies to specific corridors.
§450.324(f)(6)	Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.	Confirmed	Chapter 5, pages 108-113, Overview and Process; page 115, CMP Strategies and Appendix; and Chapter 7, pages 144-171, Fiscally Constrained Roadway Projects.	The CMP is included as part of Chapter 5. Projects that require the provision of SOV projects are accounted for in Chapter 7, which leverage the results and analysis conducted within the CMP.
§450.324(f)(7)	Assessment of 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 metropolitan transportation plan 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.	Confirmed	Chapter 4, Pages 92-99, Environmental Mitigation Activities and Resilience, Chapter 6, pages 125-129, Revenue Sources and Financial Projections; Chapter 7, page 144-197, Identifying and Evaluating Projects; pages 144-171; Fiscally Constrained Roadway Projects; pages 172-183, Active Transportation Projects; page 184-188, Transit Projects; page 190-196, Other Modes.	The MTP includes tools for environmental mitigation, as well as incorporation of NCDOT's Resilience Improvement Plan and the corridors identified with priority resilience concerns. Capital projects for all modes were evaluated and included in the fiscal constraint exercise (Chapter 6) and final project lists (Chapter 7).

23 Code of Federal Regulations Part 450	Description	MPO Confirms Inclusion	Location within MTP where information can be found (Page #(s))	Staff/Consultant Explanation
§450.324(f)(8)	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.	Confirmed	Chapter 3, pages 62, Transit Plans and Regional Rail Chapter 4, Pages 90-91, Other Emerging Techniques and Technologies Chapter 7, pages 184-188, Transit Projects and pages 190-196, Other Modes.	Relevant regional and intercity transit plans are included as part of the 2055 MTP, as are independent projects. The 2055 MTP also includes discussion of transit strategies such as micromobility solutions and mobility as a service.
§450.324(f)(9)	Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates.	Confirmed	Chapter 7, page 144-197, 2055 MTP Projects and Appendix (Project Sheets).	Project improvements are described by the Type attribute column of the project tables within Chapter 7. Additional project information is provided within the appendix.
§450.324(f)(10)	A discussion of 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 metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop 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.	Confirmed	Chapter 4, pages 92-99, Environmental Mitigation Activities.	Environmental mitigation strategies are discussed in detail in Chapter 4.
§450.324(f)(11)	A financial plan that demonstrates how the adopted transportation plan can be implemented.	Confirmed	Chapter 6, Financial Plan.	Chapter 6 includes all revenue projections as well as demonstration of fiscal constraint.
§450.324(f)(11)(i)	For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).	Confirmed	Chapter 6, pages 125-129, Revenue Sources and Financial Projections.	Roadway maintenance funding is depicted in Table 6-4; transit O&M funding is depicted in Tables 6-5, 6-6, and 6-7.
§450.324(f)(11)(ii)	For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.	Confirmed	Chapter 6, pages 125-129, Revenue Sources and Financial Projections	Chapter 6 includes a full accounting of potential revenue available to support the implementation of the 2055 MTP. CRTPO staff worked cooperatively with NCDOT and the three area transit providers to forecast the anticipated funding needed.
§450.324(f)(11)(iii)	The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.	Confirmed	Chapter 7, page 184-185, CATS 2055 Transit System Plan	Chapter 7 includes discussion of the Mecklenburg County Sales Tax Referendum, which has since been approved by voters.

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§450.324(f)(11)(iv)	In developing the financial plan, the MPO shall take into account 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. 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).	Confirmed	Chapter 6, pages 125-129, Revenue Sources and Financial Projections and pages 130, Cost Estimates.	Revenues were forecasted at a conservative 2% annual inflation rate. Cost estimates were inflated using a 4% annual inflation, applied to the midpoint of the horizon band in which it is anticipated to be funded.
§450.324(f)(11)(v)	For the outer years of the metropolitan transportation plan (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.	Confirmed	Chapter 6, page 124, MTP Horizon Years; page 125-129, Revenue Sources and Financial Projections	Aside from the 2025 horizon year, the remaining three horizon years are 10 years and contain projects based upon the 2% revenue forecast with estimates using a 4% annual inflation rate.
§450.324(f)(11)(vi)	For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.	Part of AQ Conformity Report		Will be included within the Conformity Determination Report.
§450.324(f)(11)(vii)	For illustrative purposes, 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.	Confirmed	Chapter 6, page 132-133, Table 6-11 Chapter 7, page 144-197, 2055 MTP Projects	The 2055 MTP includes an accounting of the inflated costs of unfunded vision projects. Additionally, these projects are mapped and included within Chapter 7 and clearly flagged as Unfunded
§450.324(f)(12)	Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g)	Confirmed	Chapter 7, pages 136-197	In addition to projects included within the STIP, all roadway projects were evaluated for the inclusion of bicycle and pedestrian accommodations in accordance with CRTPO and NCDOT's Complete Streets Policies. These facilities were included in the creation of cost estimates for each project where applicable. The funded bicycle and pedestrian projects within the 2026-2035 STIP are shown in Table 7-7.
§450.324(g)	The MPO shall consult, 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. The consultation shall involve, as appropriate:(1) Comparison of transportation plans with State conservation plans or maps, if available; or (2) Comparison of transportation plans to inventories of natural or historic resources, if available.	Confirmed	Chapter 2, page 20-22, Boards and Committees; Chapter 3, State of the Region, page 38-65; Chapter 4, page 94-95, NCDOT Resilience Improvement Plan; Chapter 7, Page 140, Roadway Ranking Criteria	CRTPO staff invited resource agencies to a webinar in August 2025 to provide an update on the 2055 MTP and solicit input. The State of the Region documents environmentally sensitive and historic areas, which was later used as part of the Tier 2 Roadway Ranking Criteria. The 2055 MTP also incorporates NCDOT's Resilience Improvement Plan.
§450.324(j)	The MPO shall provide 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, vanpool program, transit benefit program, parking cashout 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).	Confirmed	Chapter 2, Engagement	The 2055 MTP included a robust engagement program throughout the development. Additionally the 2055 MTP will be available for public comment from 1/12/2025 - 2/10/2025. Stakeholder meetings were held with various transportation providers as part of phase 2 engagement. A summary of these meetings can be found in Chapter 2.

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§450.324(k)	The MPO shall publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.	Confirmed	Chapter 2, page 34-37, Phase 3 Engagement.	The draft 2055 MTP report will be made accessible on the CRTPO website during the public comment period at the 2055mtp.org address.
§450.324(m)	In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93, subpart A).	Part of AQ Conformity Report		Will be included within the Conformity Determination Report, and the CRTPO Board will be requested to make a conformity determination on the prepared report as part of their action to adopt the 2055 MTP in March 2026.

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