
METROPOLITAN TRANSPORTATION PLAN REQUIREMENTS AND RESOURCES

According to 23 CFR 450.104 a metropolitan transportation plan means the official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process. Whereas, a long-range statewide transportation plan means the official, statewide, multimodal, transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process.

Additionally, as metropolitan transportation plans are updated to maintain that the MPO stay in compliance, 23 CFR 450.104 states that *update means making current a long-range statewide transportation plan, metropolitan transportation plan, TIP, or STIP through a comprehensive review. Updates require public review and comment, a 20-year horizon for metropolitan transportation plans and long-range statewide transportation plans, a 4-year program period for TIPs and STIPs, demonstration of fiscal constraint (except for long-range statewide transportation plans), and a conformity determination (for metropolitan transportation plans and TIPs in nonattainment and maintenance areas).*

FEDERAL REQUIREMENTS

Below is the actual text from 23 CFR 450.324. The following are ways to note key information.

- Items that are highlighted in grey are specific to Transportation Management Areas (TMAs)
- Items bolded are key points to note about each subsection
- Code references are color coded with blue font

As 49 USC 5303 and 23 USC 134 also describe Metropolitan Transportation Plan (MTP) development, please note the following information as you review 23 CFR 450.324(f).

- Minimum MTP development requirements as identified under [23 CFR 450.324\(f\)](#) were directly compared to [49 USC 5303 \(i\)\(2\)](#) and [23 USC 134 \(i\)\(2\)](#) and the following indicates how they compare across the three federal documents.
 - **Bolded** text indicates that the requirement was only listed in [23 CFR 450.324\(f\)](#).
 - **Bolded and underlined** text indicates that the requirement was listed in [23 CFR 450.324\(f\)](#) and [49 USC 5303 \(i\)\(2\)](#).
 - ***Bolded, underlined, and italicized*** text indicates that the requirement was listed in all three ([23 CFR 450.324\(f\)](#), [49 USC 5303 \(i\)\(2\)](#), and [23 USC 134 \(i\)\(2\)](#)).
 - ***Bolded and italicized*** text indicates that the requirement was listed in [23 CFR 450.324\(f\)](#) and [23 USC 134 \(i\)\(2\)](#).

§450.324 DEVELOPMENT AND CONTENT OF THE METROPOLITAN TRANSPORTATION PLAN

(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.

(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.

(c) The **MPO shall review and update the transportation plan** at least every 4 years in air quality nonattainment and maintenance areas and **at least every 5 years in attainment areas** to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. **The MPO shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.**

(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).

(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.

(f) The metropolitan transportation plan shall, at a minimum, include:

(1) The ***current and projected transportation demand of persons and goods*** in the metropolitan planning area over the period of the transportation plan;

(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.

(3) A description of the ***performance measures and performance targets*** used in assessing the performance of the transportation system in accordance with [§450.306\(d\)](#).

(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.
- (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;
- (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.
- (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.
- (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;
- (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**;
- (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;
- (11) A ***financial plan*** that demonstrates how the adopted transportation plan can be implemented.
- (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](#)).
- (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.

(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.

(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).

(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.

(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.

(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.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a **revenue source is subsequently removed or substantially reduced** (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the **FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.**

(12) Pedestrian walkway and bicycle transportation facilities in accordance with [23 U.S.C. 217\(g\)](#).

(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.

(h) The metropolitan transportation plan 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.

(i) An MPO may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan.

(1) An **MPO that chooses to develop multiple scenarios** under this paragraph (i) is encouraged to consider:

(i) Potential **regional investment strategies** for the planning horizon;

(ii) Assumed distribution of population and employment;

(iii) A **scenario that, to the maximum extent practicable, maintains baseline conditions** for the performance areas identified in [§450.306\(d\)](#) and measures established under [23 CFR part 490](#);

(iv) A **scenario that improves the baseline conditions** for as many of the performance measures identified in [§450.306\(d\)](#) as possible;

(v) **Revenue constrained scenarios** based on the total revenues expected to be available over the forecast period of the plan; and

(vi) Estimated costs and potential revenues available to support each scenario.

(2) In addition to the performance areas identified in [23 U.S.C. 150\(c\)](#), [49 U.S.C. 5326\(c\)](#), and [5329\(d\)](#), and the measures established under [23 CFR part 490](#), MPOs **may evaluate scenarios developed under this paragraph using locally developed measures.**

(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\(a\)](#).**

(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.

(l) A **State or MPO is not required** to select any project from the illustrative list of additional projects included in the financial plan under paragraph [\(f\)\(11\)](#) of this section.

(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](#)). A 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, in accordance with the Clean Air Act and the transportation conformity regulations ([40 CFR part 93, subpart A](#)). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in [40 CFR part 93, subpart A](#). An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

Last update: November 2020

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MPO UPDATE CYCLE

Non-Attainment and Maintenance Areas: update at least every 4 years

Attainment areas: update at least every 5 years

TABLE 1 – MINNESOTA MPO UPDATE CYCLES

	<i>MPO</i>	<i>Last adopted</i>	<i>Next update due</i>
<i>Duluth-Superior Metropolitan Interstate Council</i>		October 2019	October 2024
<i>Saint Cloud Area Planning Organization</i>		October 2019	October 2024
<i>Fargo-Moorhead Metropolitan Council of Governments</i>		November 2019	November 2024
<i>Grand Forks-East Grand Forks MPO</i>		January 2020	January 2025
<i>La Crosse Area Planning Committee</i>		September 2020	September 2025
<i>Rochester-Olmsted Council of Governments</i>		October 2020	October 2025
<i>Mankato-North Mankato Area Planning Organization</i>		November 2020	November 2025
<i>Metropolitan Council</i>		November 2020	November 2025

RESOURCES

The following resources are linked to the Internet resource pages and text.

FEDERAL

- [23 §450.104 Definitions](#)
- [23 §450.324 Development and Content of the MTP](#)
- [49 USC 5303 Metropolitan Transportation Planning](#)
- [23 USC 134 Metropolitan transportation planning](#)

MNDOT FAMILY OF PLANS

- [What is the family of plans?](#)

CURRENT MPO MTPS

TABLE 2 – MINNESOTA MPO CURRENT MTP

	<i>MPO Website</i>	<i>Actual Plan</i>
<i>Duluth-Superior Metropolitan Interstate Council</i>	MTP page	Sustainable Choices 2045
<i>Saint Cloud Area Planning Organization</i>	MTP page	Mapping 245
<i>Fargo-Moorhead Metropolitan Council of Governments</i>	MTP page	Metro GROW: 2045
<i>Grand Forks-East Grand Forks MPO</i>	MTP page	Streets & Highways (2018) Transit Development Plan (2017) Bicycle and Pedestrian Element (2019)
<i>La Crosse Area Planning Committee</i>	Home page	Beyond Coulee Vision 2040
<i>Rochester-Olmsted Council of Governments</i>	MTP page	LRTP 2045
<i>Mankato-North Mankato Area Planning Organization</i>	MTP page	MAPO 2045 Transportation Plan Update
<i>Metropolitan Council</i>	MTP page	Transportation Policy Plan

REVISION HISTORY

The Metropolitan Transportation Plan Requirements and Resources are updated regularly. The table below documents the key changes with each revision:

- November 2020: Original publication.