

Introduction to Metropolitan Transportation Planning

Session 1 – MPO Basics

September 19, 2018

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CHITTENDEN COUNTY RPC
Communities Planning Together



Purpose of MPO Training

(2 - 3 Sessions)

This training series will review and discuss:

- The authority and responsibilities of a Metropolitan Planning Organization (MPO)
- The role of the MPO Board
- The purpose and process of metropolitan transportation planning, and the larger context for it
- Specific transportation work of the CCRPC



Agenda for today

Session 1

- What is an MPO
- Why do MPOs exist
- What are the Responsibilities of the MPO Board
- How MPOs do their work



What is an MPO?

The forum for collaborative and comprehensive transportation planning and decision making for the metropolitan planning area



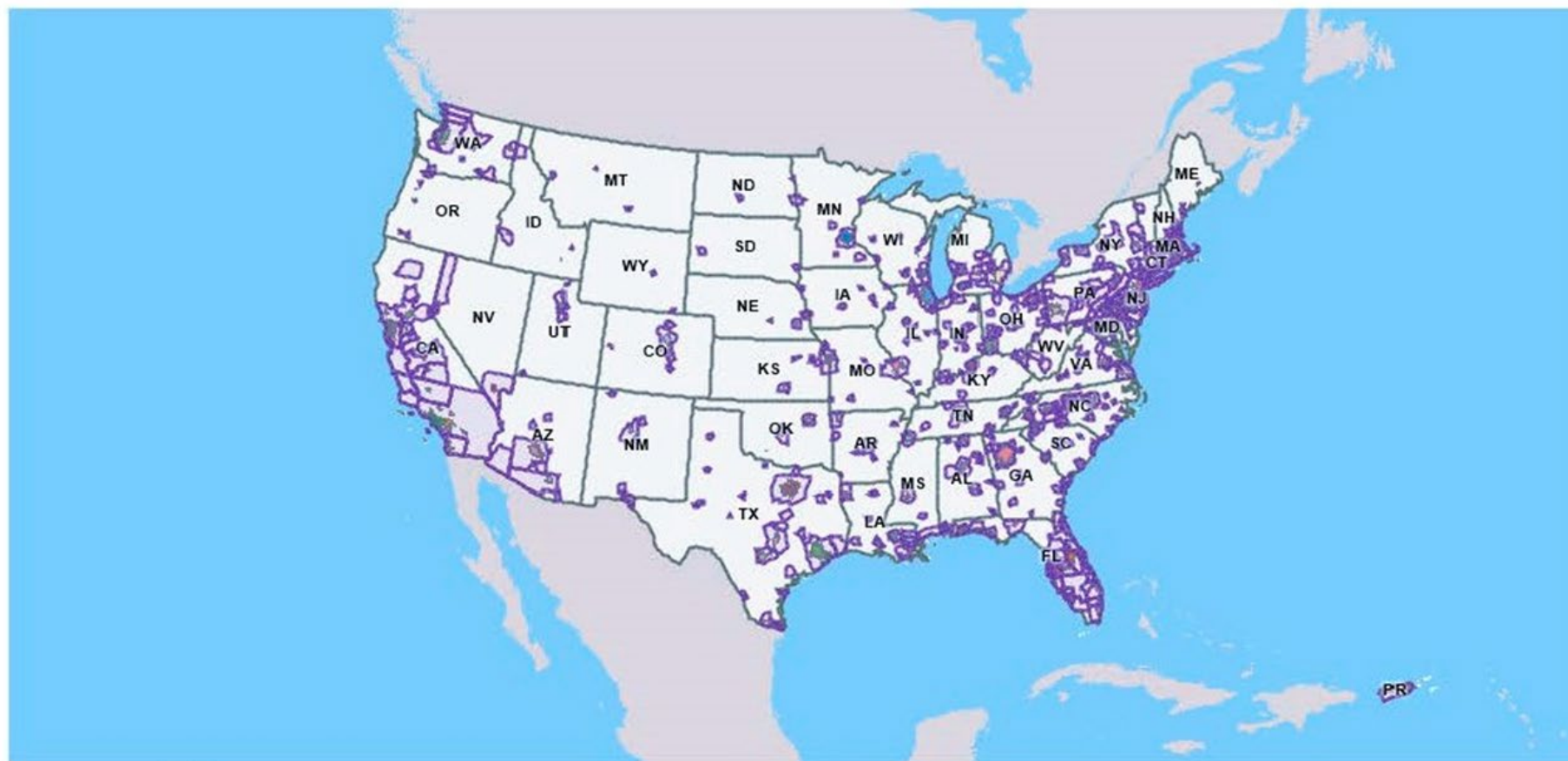


What is an MPO?

A little more detail

- A transportation **policy-making and planning body** with representatives of local, state & federal government and transportation authorities
- MPOs are mandated by federal legislation and Governors are required to designate MPOs for urbanized areas over 50,000
- MPOs can be multijurisdictional and have different organizational structures (stand-alone, part of DOTs or Planning Agencies)
- More than 400 MPOs nationwide

MPO Boundaries - TMA and MPO Boundaries



Legend

- MPO Boundary
- Special Designated TMA

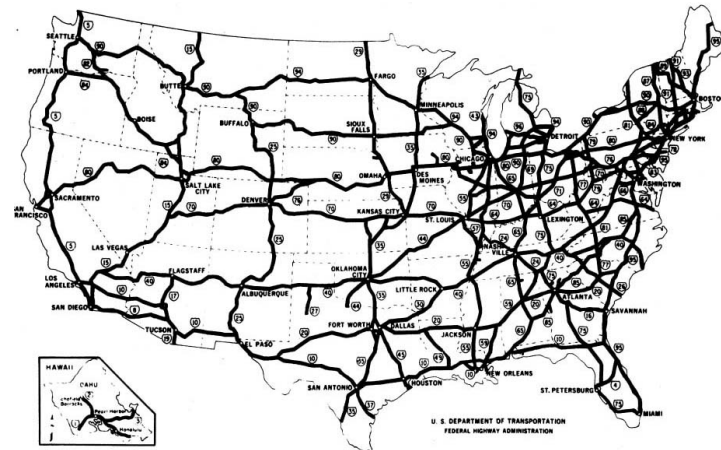
TMAs represented by different colors



Why do MPOs Exist

- A little history...

- Rapid urbanization in 1900s gave rise to significant land use and transportation conflicts
- Boom in highway building after World War II
- Conflicts between state and local agencies led to a need for better coordinate and planning





And a tiny bit more

Federal highway legislation in the 1960s and 1970s established MPOs

- Must follow a ***continuing, comprehensive*** and ***cooperative*** planning process
- Governors required to designate MPOs for urbanized areas over 50,000 as identified by census
- Federal planning funds to MPOs
- 0.5% of transportation appropriations to support 3C planning by MPOs
- Projects must be included in an MPO-approved TIP to receive federal funds.





MPO Purpose

23 CFR Section 450.300

- Continuing, comprehensive, cooperative (3Cs) process
- Performance-based
- Promotes safe and efficient development, management, and operation of a multimodal surface transportation system
- Serve the mobility needs of people and freight
- Fosters economic growth and development
- Considers resiliency
- Minimizes fuel consumption and air pollution



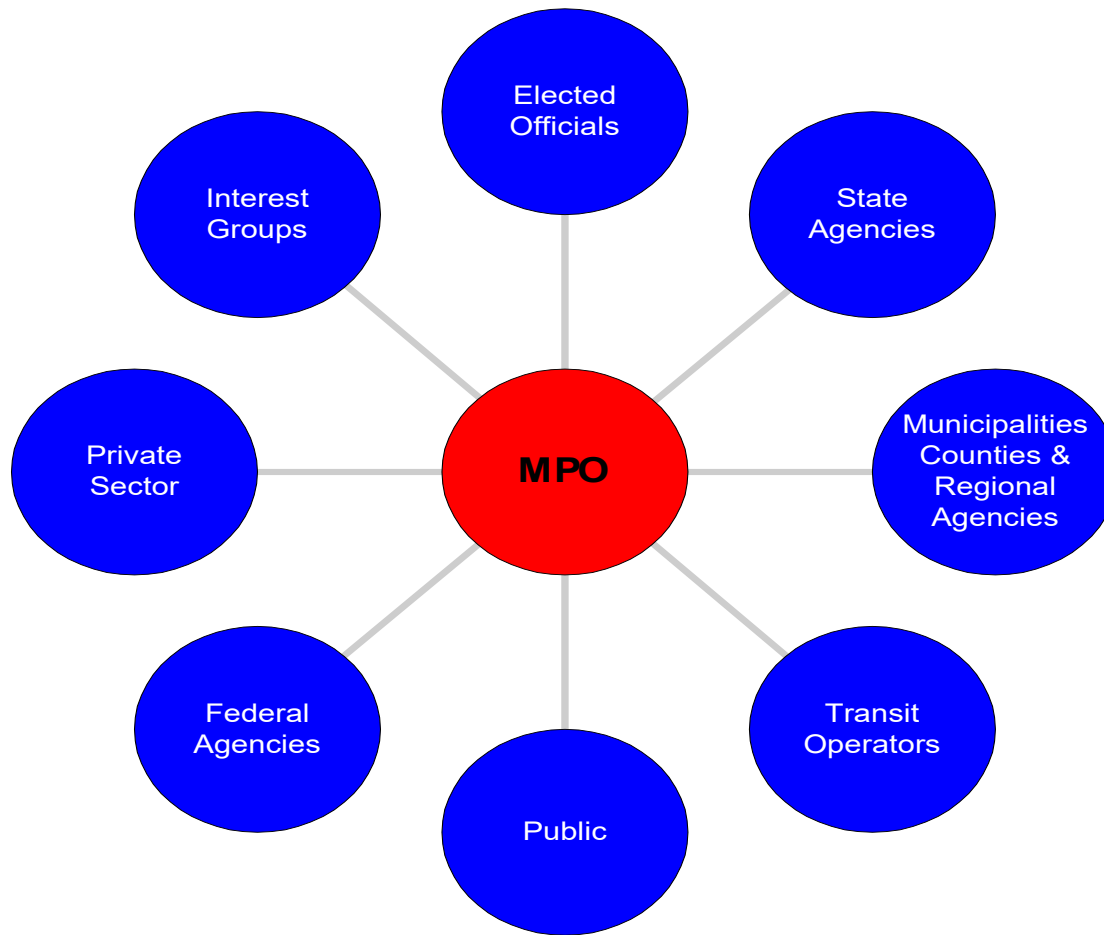
Examples of required cooperation, and coordination

- The MPO, in cooperation with the State and transit operators, is responsible for carrying out the metro transportation planning process. **23 CFR 450.314**
- The MPO shall coordinate with the state in developing performance measures. **23 CFR 450.306**
- The State is to assist the TIP development process by providing estimates of available federal and State funds **23 CFR 450.326**
- The MPO approves the Long-Range Transportation Plan and updates
- The MPO and the Governor approve the TIP and amendments; an approved TIP goes into the STIP without modification. **23 CFR 450.328**



MPO structure as defined by federal law

- An MPO is required to have a decision making “policy body”
- Beyond this, there is no required structure for an MPO, but most are made up of
 - A Policy Board
 - Technical and Citizen Advisory Committees
 - A director and staff
- The MPO Must develop an agreement with the state and providers of public transportation detailing responsibilities in carrying out the metropolitan transportation planning process

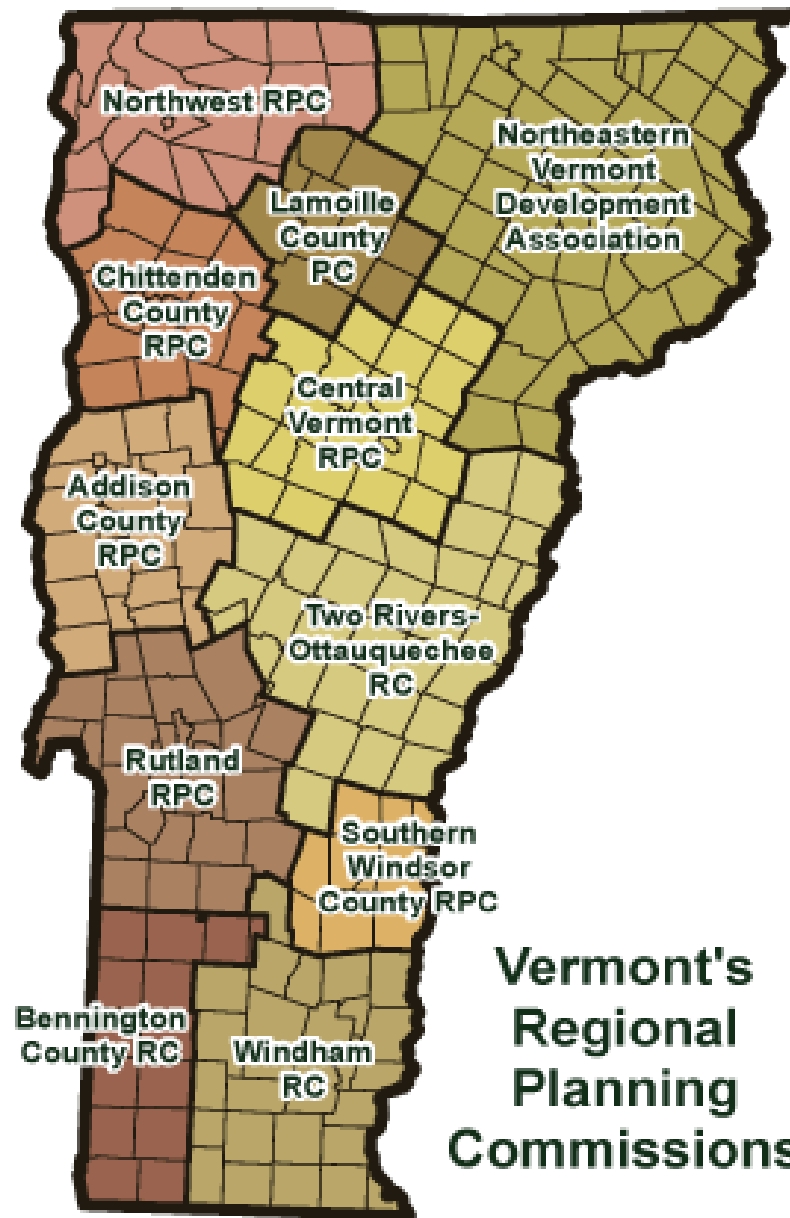


MPO Planning is a collaborative process that incorporates the input of many stakeholders including partner organizations, government agencies, the public and private businesses



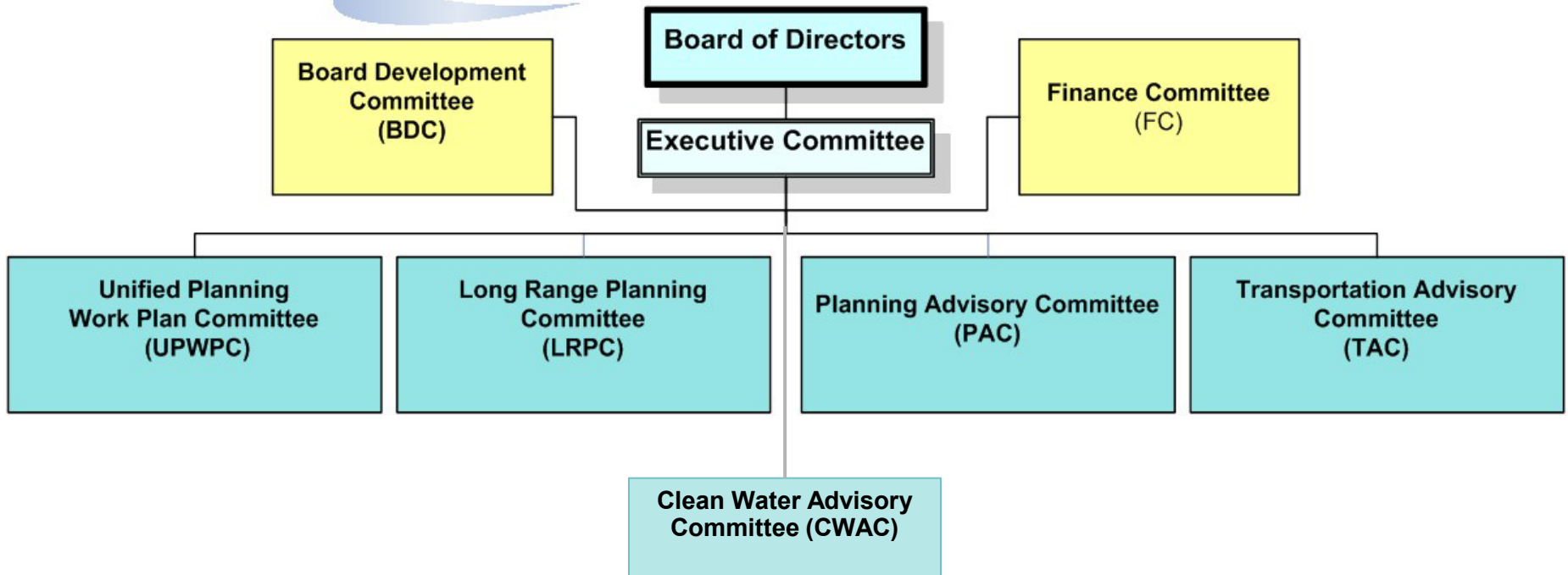
Vermont RPCs vs. MPO

| | |
|---|--|
| <ul style="list-style-type: none">▸ Regional Planning Commissions established by Vermont law | <ul style="list-style-type: none">▸ MPOs established by Federal law for urbanized area with a population greater than 50,000 |
| <ul style="list-style-type: none">▸ CCRPC established in 1966 | <ul style="list-style-type: none">▸ CCMPO established in 1983 with 9 “urban” towns, staffed by CCRPC▸ Expanded to entire county in 1997, CCRPC and CCMPO separated in 1999▸ CCRPC and CCMPO merged in 2011 |
| <ul style="list-style-type: none">▸ 11 Regional Planning Commissions covering all of Vermont | <ul style="list-style-type: none">▸ Over 400 MPOs across the US in designated urbanized areas▸ CCRPC is the only MPO in Vermont |



Vermont's Regional Planning Commissions

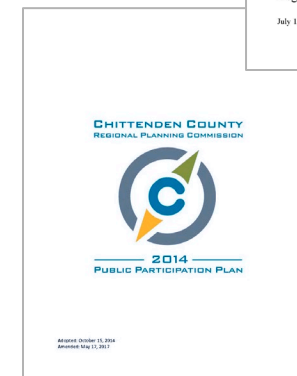
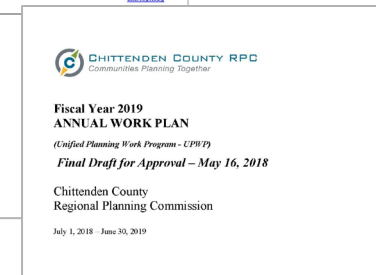
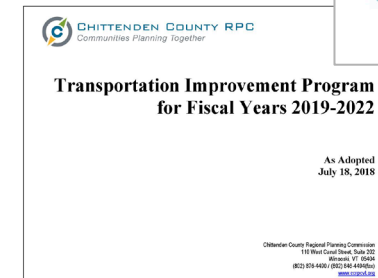
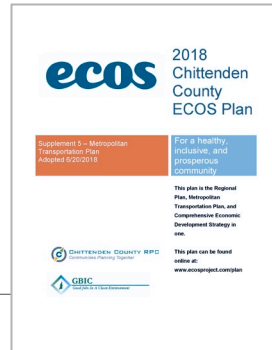
CCRPC Organizational Chart





Key MPO Responsibilities

- Metropolitan Transportation Plan
 - 20-25 year vision of region's transportation
 - Updated every 5 years
- Transportation Improvement Program
 - 4-year list of projects
 - Updated annually
- Unified Planning Work Program
 - Planning activities of staff, member agencies and other transportation and planning agencies
 - Updated annually
- Public Participation Plan
 - Defines process for public participation activities
 - Periodically review the effectiveness



****More on this in Introduction to Transportation Planning - Part 2***



Typical Decision Making Process

- MPO staff, in a public process, sometimes with consultant assistance, makes technical assessments, evaluates alternatives and makes recommendations to the TAC
- The TAC reviews and sometimes revises recommendations that then go to the Board for action



Considerations for Board Decision Making

- Long-term vision for the region
- Advisory Committee and Executive Committee Recommendations
- Public comments and local government input
- Environmental, economic and transportation operations impacts
- Funding availability/Cost effectiveness
- Federal, State, and local regulations and plans
- If needed, ask for more information

Role of the MPO staff

- Provide information and technical support to the Board and advisory committees
- Provide Technical assistance to member municipalities and partner agencies
- Develop required MPO plans and documents and recommend to the TAC and Board for approval
- Manage transportation projects
- Foster interagency coordination
- Facilitate public input and feedback



Challenges & Opportunities facing MPOs

- Potential changes in federal transportation bill (funding and mandates)
- Accountability & Performance-based Planning & Programming: Investments based on meeting performance targets for transportation system
- Performance-based planning puts more emphasis on NHS Vs local transportation systems
- Balance modes and regional needs with limited funds
 - Safety, roadway operations (passenger vehicles and trucks), transit, bicycle and pedestrian modes, environment, economy, resilience, energy, etc.



Questions and Discussion

End of Session 1



The UPWP

MPOs must prepare a Unified Planning Work Program (UPWP):

- Planning tasks and studies to be conducted
- Any transportation-related air quality planning tasks
- Funding sources identified for each project
- Schedule of activities
- Agency responsible for each task or study



The Metropolitan Transportation Plan

- Describes vision for the region, and policies, operational strategies, and projects to achieve it
- Covers at least the next 20 years
- Leads to an intermodal system
- Reflects public involvement
- Contains a financial plan and is fiscally constrained
- Is updated every 5 years



Fiscal constraint and the MTP

- Include a **financial plan** demonstrating consistency with available and projected revenues
- Identify proposed new revenue sources and strategies to ensure their availability



The Transportation Improvement Program (TIP)

- A staged, multi-year, intermodal program of prioritized transportation initiatives consistent with Plan
- Shows annual activity for a 4-year period
- Contains a financial plan and is fiscally constrained
- An initiative not listed in the TIP cannot receive FHWA or FTA funds
- Reflects public involvement
- Must be updated at least every 4 years – CCRPC updates every year



An effective TIP development process...

- Is part of a multimodal planning process
- Represents sound financial planning
- Contains only those initiatives consistent with Long-Range Plan
- Reflects early consensus and early screening of proposed initiatives
- Results from technical and policy leader buy-in



Fiscal constraint and the TIP

- Financially constrained **by year**
- Demonstrates which projects can be implemented with current revenue sources
- Identifies strategies for ensuring the availability of new funding sources

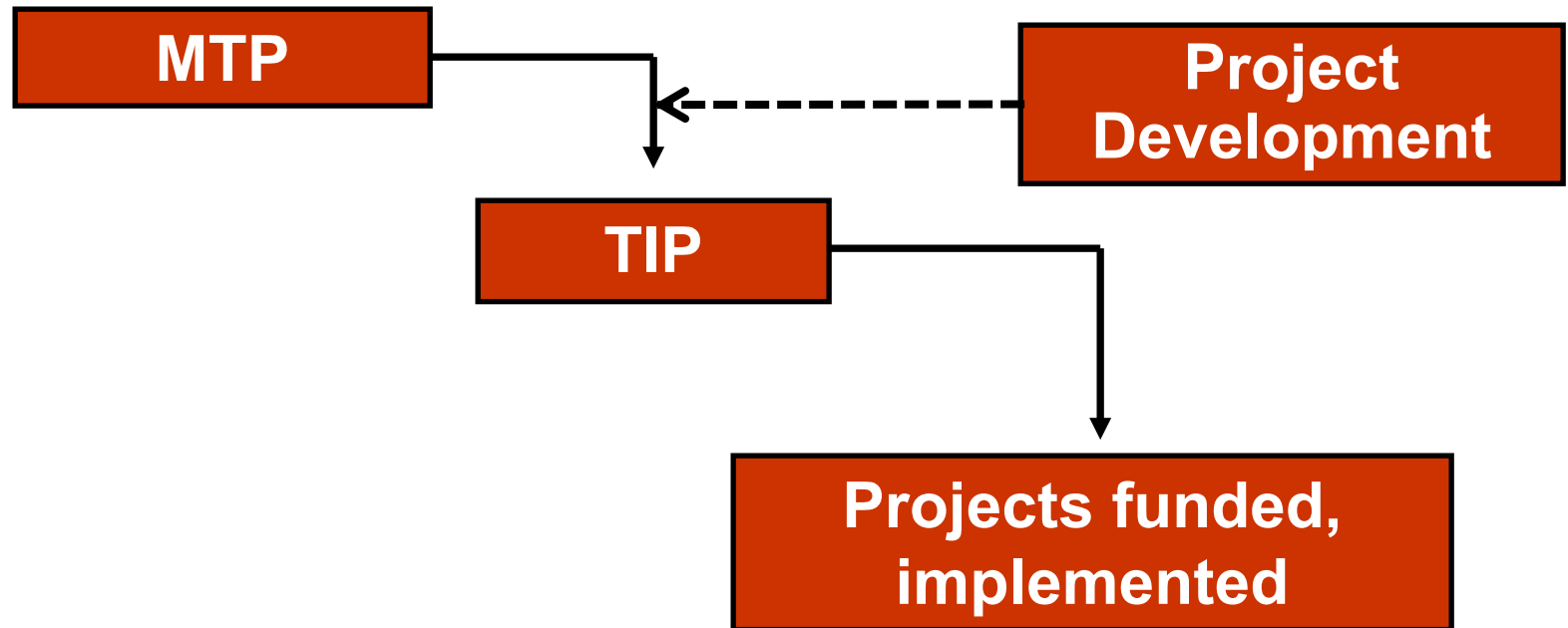


Public involvement process

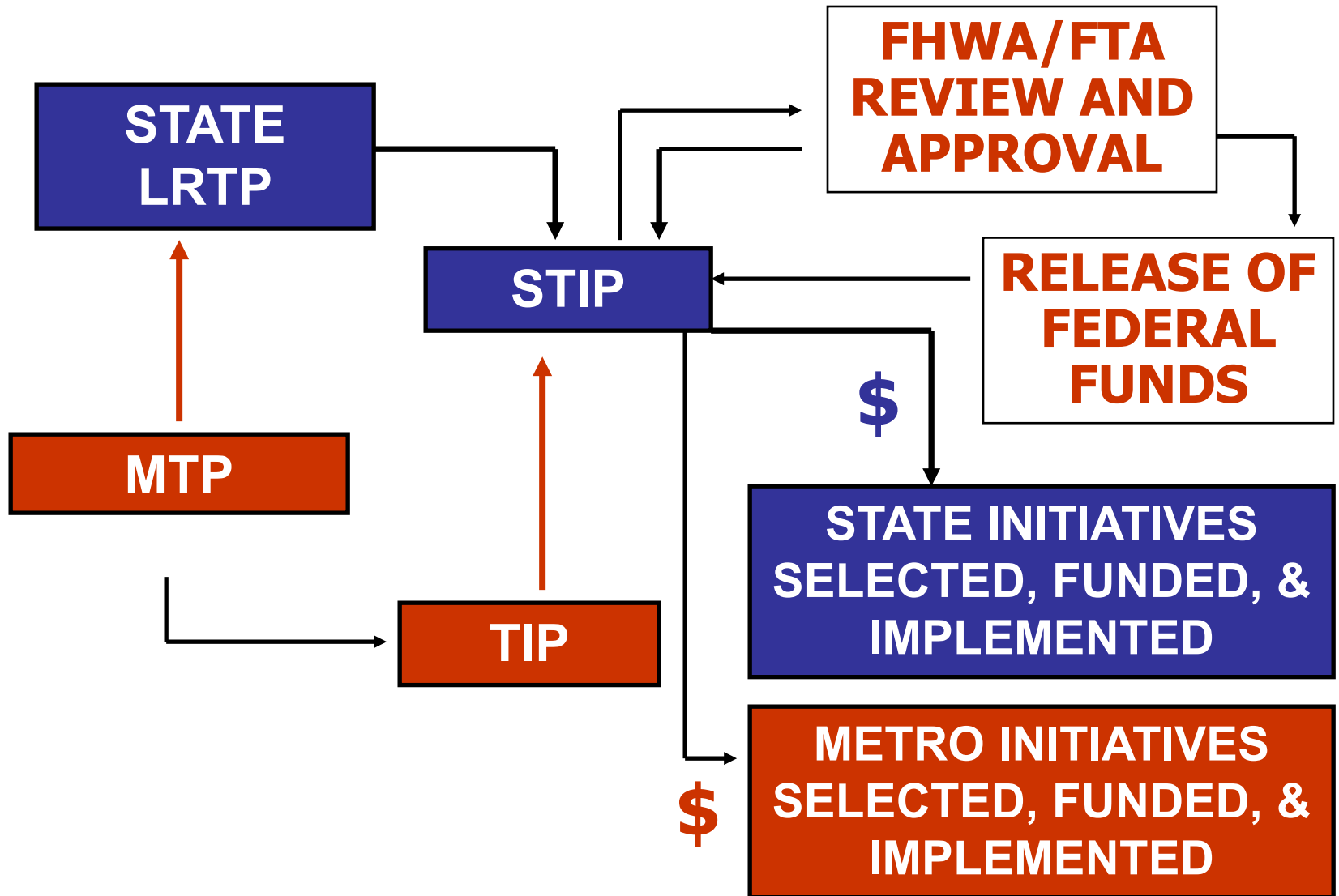
- Public involvement is a process formalized in a written document – The Public Involvement Plan (PPP)
- The public involvement process should be
 - Proactive
 - Early and continuous
 - Open and collaborative



The MPO planning process



The Statewide transportation planning process





What is Transportation Planning?

Defining policies, goals and investments for future movement of people and goods



Transportation planning is about more than transportation

Regions face shared challenges in relation to transportation mobility, safety, and security

- Land Use (State and local law)
- Clean Air Act / Air Quality Standards
Vermont's air meets national standards so air quality modeling is not required
- National Environmental Policy Act (NEPA)
- Americans With Disabilities Act (ADA)
- Title VI / Environmental Justice

Transportation Planning applies a multi-modal, comprehensive approach to analyzing the wide range of alternatives and impacts on the transportation system to achieve desired outcomes





Federal Planning Factors the Board must consider 23 CFR §450.306

- (1) Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the **safety** of the transportation system for motorized and non-motorized users;
- (3) Increase the **security** of the transportation system for motorized and non-motorized users;
- (4) Increase **accessibility** and **mobility** of people and freight;
- (5) 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;
- (6) Enhance the integration and **connectivity** of the transportation system, across and between modes, for people and freight;
- (7) Promote **efficient system management** and operation;
- (8) Emphasize the **preservation** of the existing transportation system;
- (9) Improve the **resiliency** and **reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance **travel** and **tourism**.









What is an MPO?

the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution

§450.300 Purpose



Role of Advisory Committees

- Committees provide technical analysis, specialized knowledge, and citizen input on specific issues
- Role of the Transportation Committee
 - Advisory body to the MPO Board for transportation issues, primarily technical in nature
 - Oversees MPO technical work and develops recommendations on projects and programs for Policy Committee consideration



Transportation Advisory Committee (TAC)

Key Duties

1. Review MTP Updates and Amendments
2. Recommend the TIP and TIP Amendments, Sidewalk & Transportation Enhancement
3. Oversee the Selection of Consultants for MPO Funded Projects & Programs



The Role of VTrans

- Carries out a “continuing, comprehensive, and intermodal statewide transportation planning process” 23 CFR 450.200
- Develops a vision and strategy for the transportation system throughout the State
- Coordinates with and incorporates transportation plans and programs developed by MPOs
- Performs planning for non-urbanized areas with RPCs
- Oversees distribution of Federal planning funds and State and Federal project funds



Other benefits of cooperation

- Sharing of data
- Assistance with technical analyses
- Sound fiscal projections
- Coordinated public involvement outreach
- System synergy and connectivity
- Optimal planning outcomes

KEY: Early consultation, positive-sum negotiation, and continual two-way communication



Effective planning pays off

- Modal connectivity to provide access, mobility, and ease in travel for all citizens
- Quality communities
- Environmental protection
- Regional economic development
- Safer transportation systems
- Equitable and efficient use of scarce financial resources



Transportation **planning** vs. **programming**

Planning:

- Developing a vision
- Creating policies and strategies to support the vision
- Long-term

Programming:

- Prioritizing proposed initiatives
- Matching initiatives with available funds
- Short-term

The public must be involved in both

