

Welcome to *The Planning Exchange*



TRANSPORTATION PLANNING INFORMATION EXCHANGE

MPO COORDINATION NOTICE OF PROPOSED RULEMAKING

External Webinar for
Transportation Stakeholders
July 15, 2016



Today's Presenters

- Barbara McCann (OST)
- Sherry Riklin (FTA)
- Harlan Miller (FHWA)



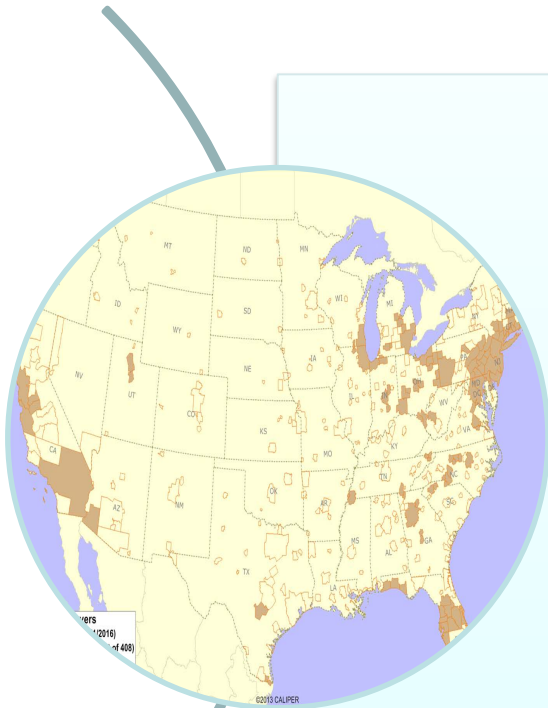
Joint Planning Final Rule

“FHWA and FTA intend to initiate a rulemaking that will propose methods for improving MPO coordination in the transportation planning process, which recognizes the critical role that MPOs play in ensuring the economic well-being of a region and in identifying efficient improvements that serve its mobility needs....”

Preamble Page 34070



MPO Coordination NPRM



- Purpose
- Proposed Changes
- Impacts
- Benefits
- Comments to Docket
- Implementation Schedule
- Examples

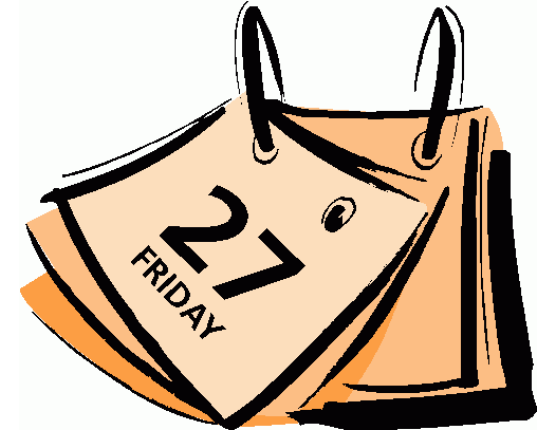


MPO Coordination NPRM

- Docket No. FHWA-2016-0016
- FHWA RIN 2125-AF68
- FTA RIN 2132-AB28
- Published June 27, 2016

<https://www.federalregister.gov/articles/2016/06/27/2016-14854/metropolitan-planning-organization-coordination-and-planning-area-reform>

- Docket closes August 26, 2016



MPO Coordination NPRM Purpose

To improve
the
transportation
planning
process

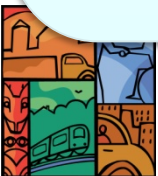
- Strengthen coordination of MPOs and States
- Promote use of regional approaches to planning and decisionmaking
- Emphasize importance of regional perspective








MPO Coordination NPRM Purpose

To improve
the
transportation
planning
process

- Ensure transportation investments reflect needs and priorities of entire region
- Recognize critical role of MPOs in providing for region's well-being
- Strengthen voice of MPOs in transportation planning process



Proposed Changes

-  Would align regulatory definition of MPA with statute
-  Retains provision that Governor and MPOs determine if planning area warrants multiple MPOs within a MPA
-  Would require unified planning products for MPAs
-  Would require States and MPOs to have a current planning agreement that includes a dispute resolution process
-  Would require States and MPOs to coordinate on information or analyses within MPA

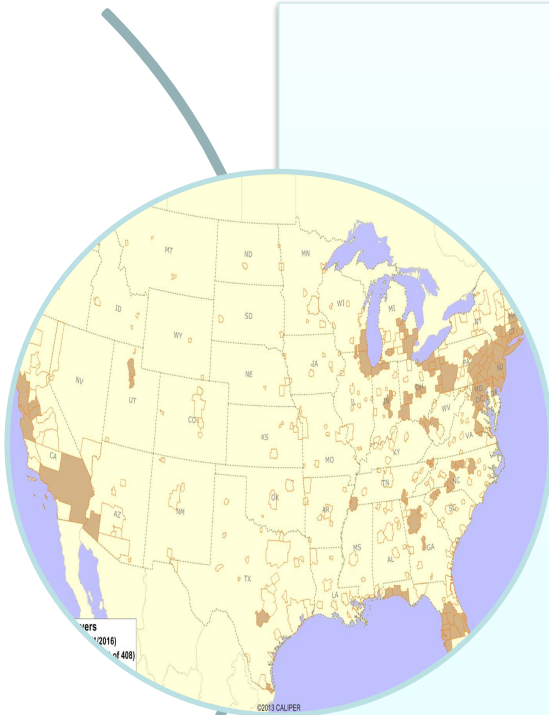


Proposed Definition of Metropolitan Planning Area

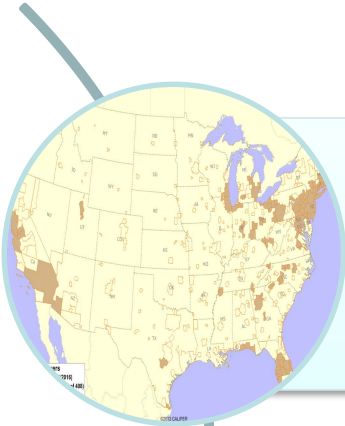
Would require MPA to include entire urbanized area and contiguous area expected to become urbanized within a 20-year forecast period

- Better align regulation with statutory definition
- Ensure that planning activities consider the entire region of urbanized area consistently
- Would recognize MPA is dynamic

450.104 Definitions
450.312 Metropolitan planning area boundaries



MPA Size and Complexity Exception



Governor(s) and MPOs determine if size and complexity of planning area warrants multiple MPOs within a MPA



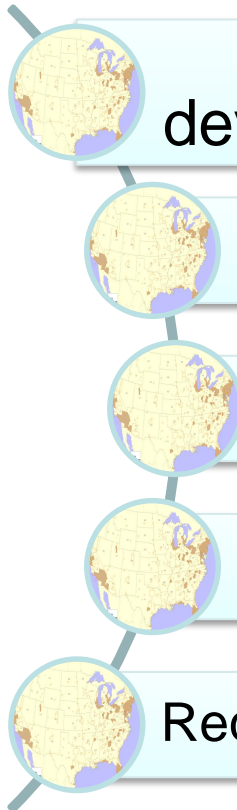
Where not warranted, would require MPOs in MPA to either

- adjust boundaries to eliminate overlap
- merge following re-designation procedures

450.310 MPO Designation and Re-designation



Unified Planning Products

- 
- Would require multiple MPOs in MPA to jointly develop unified planning products for the entire MPA
 - One metropolitan transportation plan
 - One transportation improvement program (TIP)
 - Jointly establish performance targets for the MPA
 - Requirement would also apply to UZAs that cross State lines

450.306 Scope of the metropolitan transportation planning process
450.324 Development and content of the metropolitan transportation plan
450.326 Development and content of the TIP

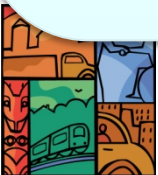


Dispute Resolution and Information Coordination

Would require
State and MPO
planning
agreements to
include

- Dispute resolution process
- Coordination on any information or analyses on areas within the MPA

450.314 Metropolitan Planning Agreements



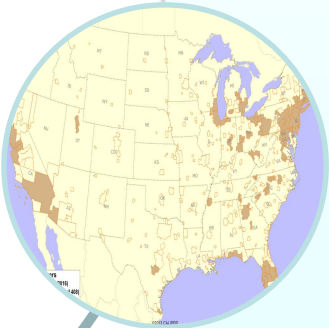
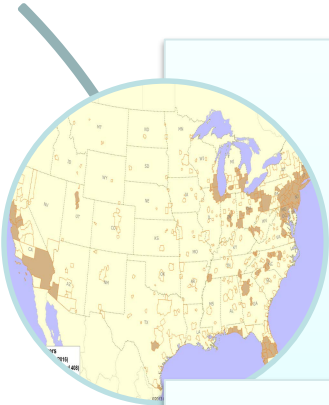
Anticipated Impact of NPRM

Anticipated to affect approximately 142 MPOs

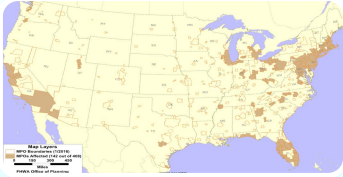
- out of 409 total MPOs
- designated in same planning area as another MPO.

Those MPOs would be required to do one of three actions:

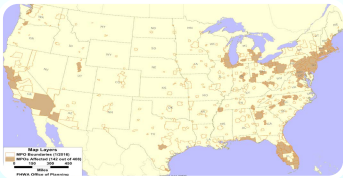
- adjust their boundaries if applicable so that they are only MPO in planning area
- merge with adjacent MPOs
- Coordinate with other MPOs in planning area to jointly develop unified planning products



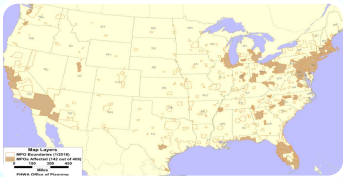
Benefits of Proposed Rule



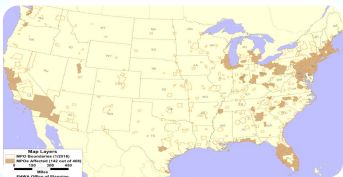
More efficient, comprehensible and focused planning processes



Improved regional coordination



Achieve regional scale envisioned by performance management framework



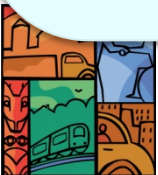
Economies of scale

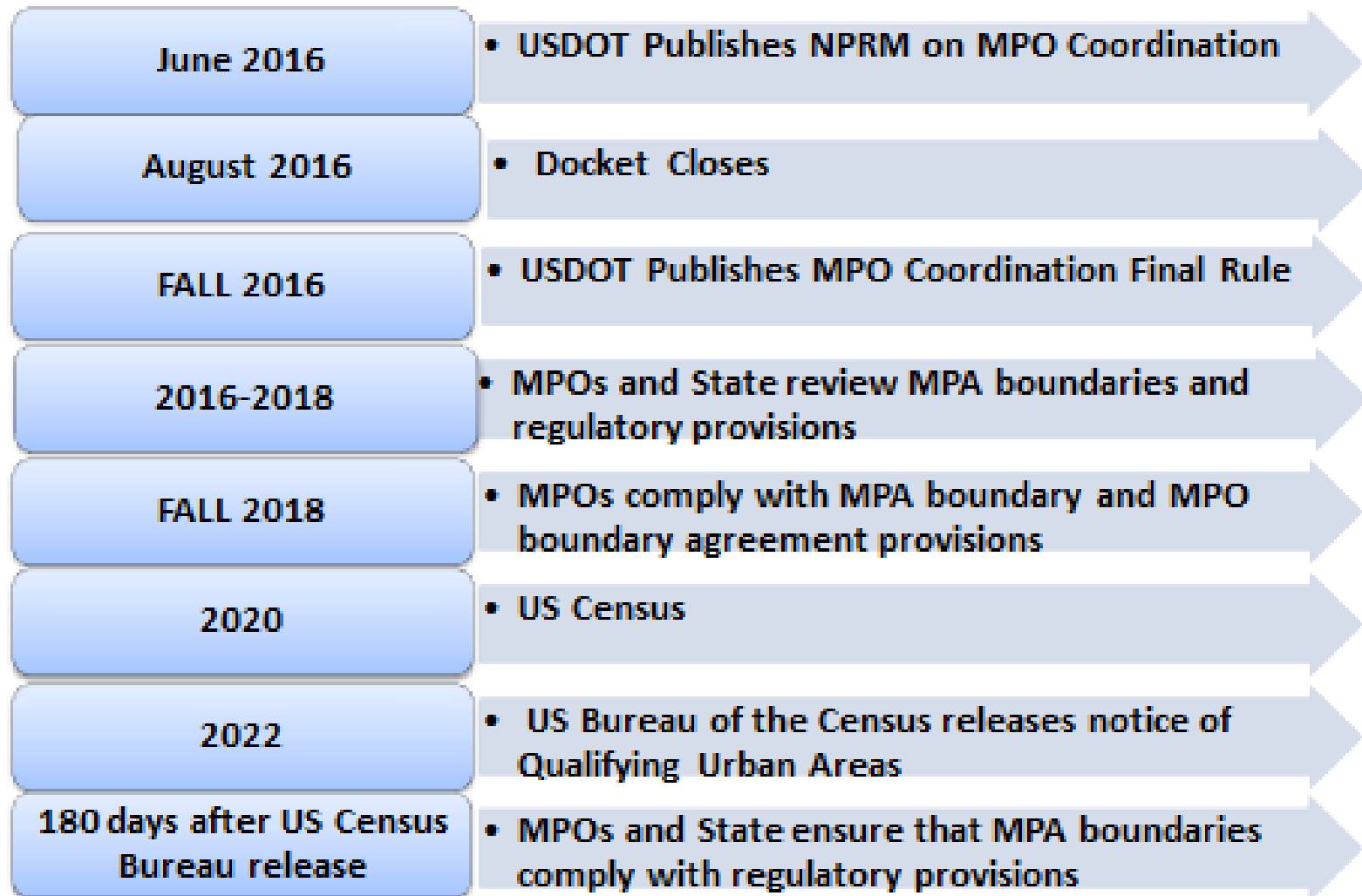


Seeking Comments

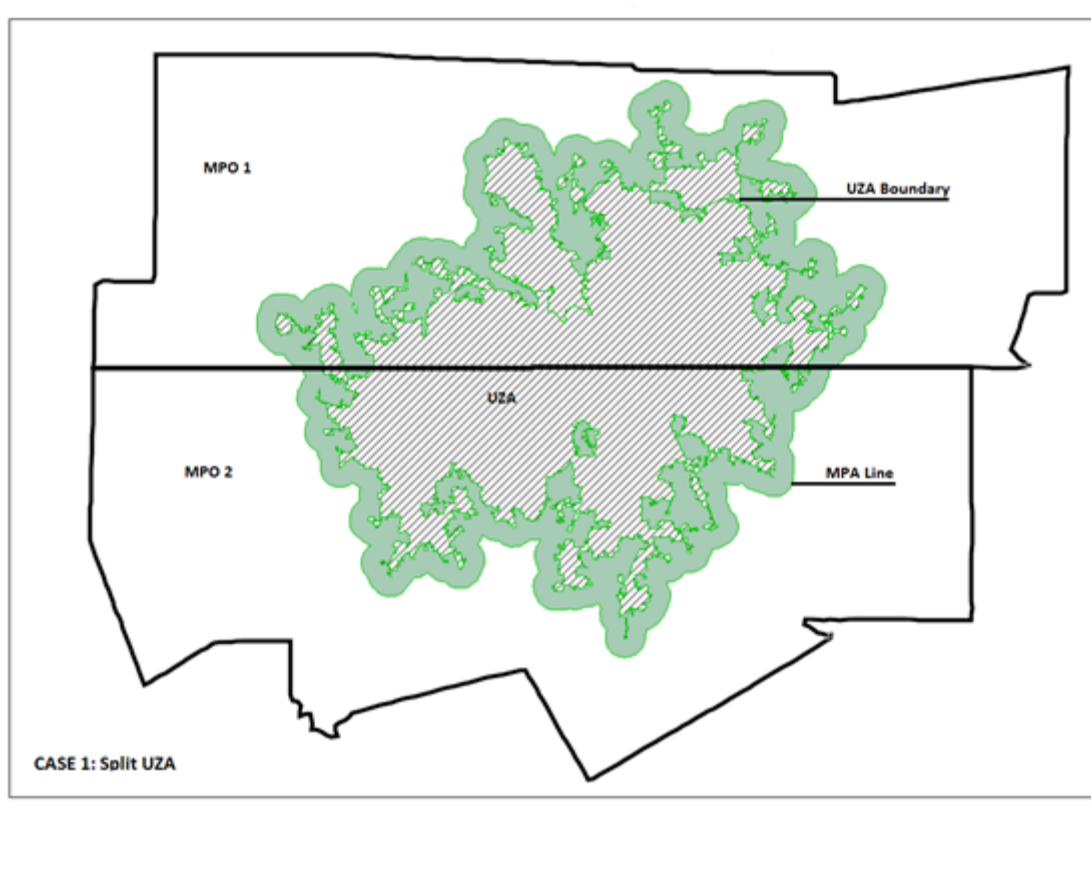
Should rule address how States and MPOs should determine MPA boundaries where two or more MPAs are contiguous or can be expected to be contiguous in near future?

- should rule provide that such MPAs must merge?
- should rule allow States and MPOs to tailor MPA boundaries and 20-year urbanization forecast to take into account proximity of other MPAs?

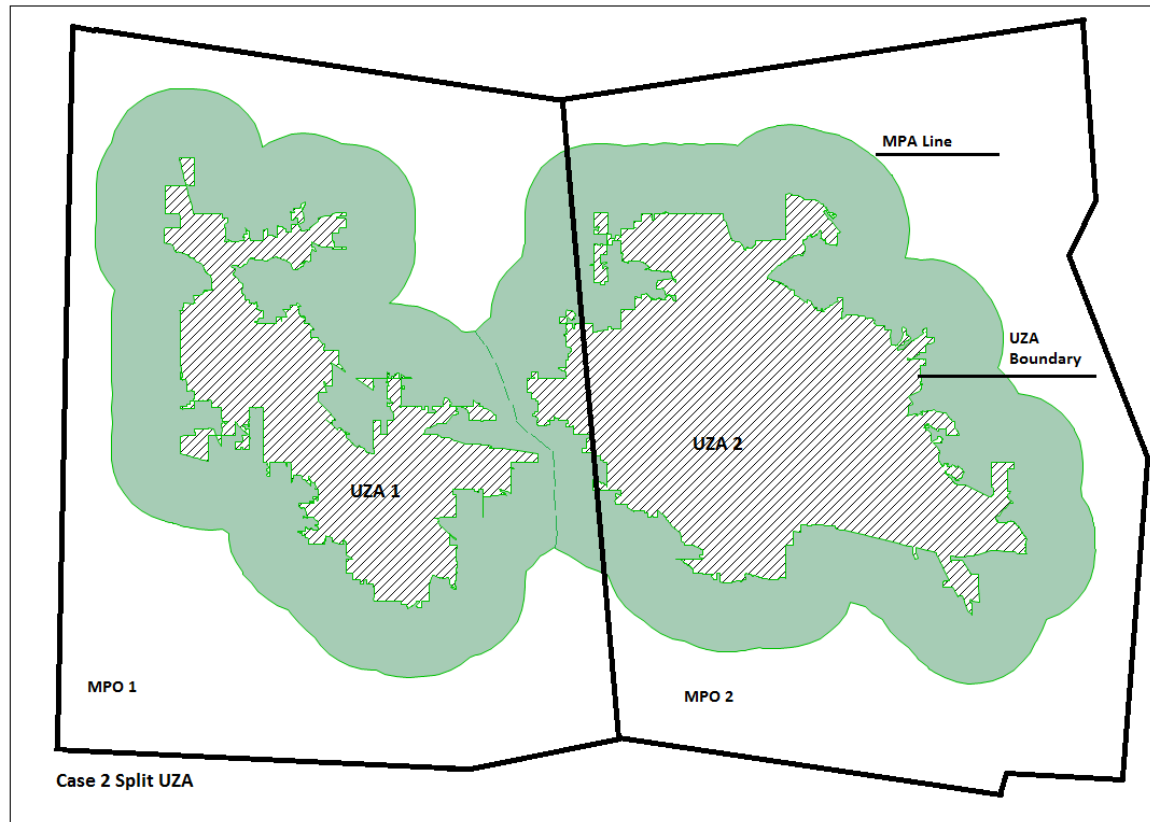




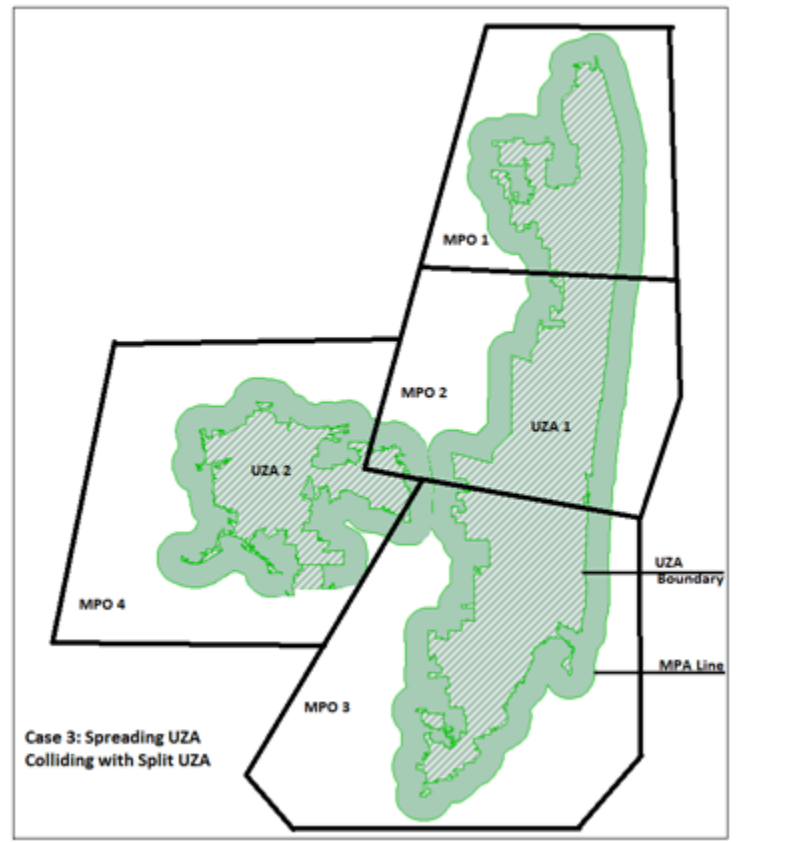
Example 1



Example 2



Example 3



For more information

External Websites:

- FHWA/FTA Capacity Building Program
<http://www.planning.dot.gov/>
- FHWA Transportation Performance Management
<http://www.fhwa.dot.gov/TPM/>



Contact Information

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