

Review of Proposed Metropolitan Transportation Planning Regulations

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TPB Technical Committee
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Item # 8

New Federal Statewide & Metropolitan Planning Rule

- Draft published June 9, 2006
- USDOT accepting comments on this draft until September 7
- Closely tracks language used in SAFETEA-LU
- Related recommendations from March 15, 2006 FHWA/FTA certification of the TPB planning process

Highlight SAFETEA-LU Metropolitan Planning Requirement Changes

- A. Plan/TIP updates every 4 years instead of 3
- B. Bicycle, pedestrian, & transit in annual listing of projects
- C. **New stand-alone planning factor for safety*****
- D. **New stand-alone planning factor for security*****
- E. **Expanded planning factor to promote consistency with planned growth & economic development, environment*****
- F. **Plan must discuss environmental mitigation activities*****
- G. **Consult with wider range of land use, natural resources, historic, & other officials*****
- H. **Coordinated public transit – human services transportation plan*****
- I. Plan must include operations & management strategies
- J. **Revamped Congestion Management Process*****
- K. **Enhancements to public involvement and outreach*****

***Potentially significant changes for discussion today

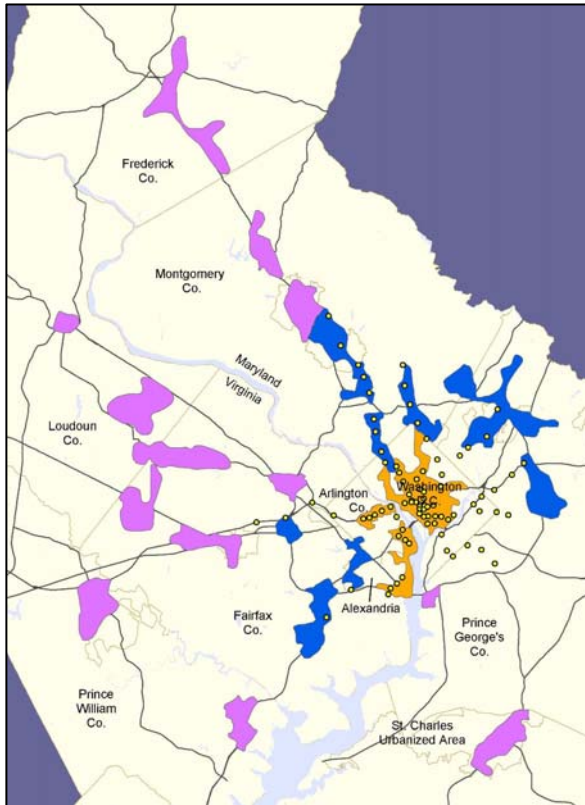
Revised Congestion Management Process

- Renamed “process” instead of “system” to consolidate with other metropolitan planning requirements, avoid stovepiping
- Increased emphasis on operational and management strategies
 - However, SOV capacity language for nonattainment areas remains
- Common set of performance measures, goals and objectives for CMP, plan, operational and management strategies
- Components similar to those of CMS
 - Identification and monitoring of congested locations
 - Consideration of both demand management and operations management alternatives
 - Post-implementation evaluation
- Federal certification asked for an enhanced description of the CMS
- Oversight (proposed): TPB Technical Committee
 - Additional input from Commuter Connections, MOITS, Travel Forecasting, Travel Management

New Stand-Alone Planning Factors for Safety, Security

- Safety & security were a joint planning factor under TEA-21, now separate to recognize distinction, importance of both
- Safety
 - Topics such as crashes, injuries, deaths, driver behavior, engineering, enforcement
 - Oversight (proposed): MOITS Technical Task Force
 - Input from Bicycle & Pedestrian Subcommittee
- Security
 - Topics such as terrorism, threats, law enforcement, catastrophic emergency planning
 - Oversight: RESF-1 Emergency Transportation Committee (created April 2006)
 - Input from MOITS Technical Task Force

Promoting Consistency



- Expanded planning factor -- promote consistency with planned growth & economic development
- 2006 CLRP will include discussion of consistency of cooperative forecasts with local plans
- TPB is exploring options for a land use transportation coordination initiative
- Activity Cluster Analysis will be updated
 - Analysis identified how projects or proposals support the regional core and regional activity centers

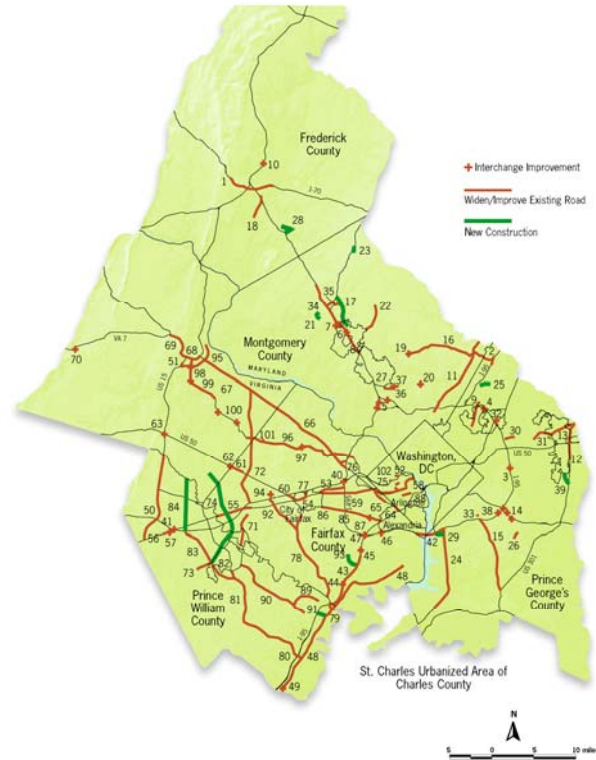
Environmental Mitigation Activities in the Plan

- CLRP must include a discussion of potential environmental mitigation activities
- Review CLRP major project environmental studies
- Describe any mitigation activities and funding for 2006 CLRP
- Ask Federal, state, wildlife and regulatory agencies to review



Consultation with a Wider Range of Officials

- Staff will ask the following types of State and local agencies to review transportation improvements on the CLRP website:
 - land use management
 - natural resources
 - environmental protection
 - conservation and historic preservation



- Next step: Map transportation improvements with “green space”, conservation plans, natural or historic resources

Human Service Transportation Coordination

- SAFETEA-LU calls for MPOs to play a greater but unspecified role
- Coordinated Plan must guide priorities for 3 FTA programs
 - Elderly Individuals and Persons with Disabilities (5310)
 - Job Access Reverse Commute (JARC, 5316)
 - New Freedom Program (5317)
- Proposed TPB Role to be approved July 19:
 - Develop a Human Service Transportation Coordinated Plan through a new Task Force
 - Become the Designated Recipient for Job Access and Reverse Commute (JARC, 5316) and New Freedom (5317) funding
 - Oversee the competitive selection process for JARC and New Freedom

Enhancements to Public Involvement and Outreach

- Participation Plan now required
 - Develop in consultation with “interested parties”
 - Publish/make available transportation plans, STIPs and TIPs for public view
 - Hold public meetings at convenient and accessible times and locations
 - Make information available in electronically accessible formats
 - Employ visualization techniques to depict statewide and metropolitan transportation plans
- RFP will be issued in July for consultant assistance to:
 - Conduct an evaluation of current public involvement activities
 - Make recommendations for enhancements to meet SAFETEA-LU requirements

Certification Recommendations

1. **Formal agreement on regional transit planning*****
2. Fredericksburg MPO allocation agreement
3. Annual self-certification signatures page
4. Expand explanation of the CLRP and TIP links
5. Document transparency of project selection process
6. More detailed and consolidated financial plan
7. Description of the ridership constraint methodology
8. Comprehensive description of the Congestion Management System
9. Description of the UPWP technical assistance process
10. Maintain commitments to emissions reduction measures
11. Demonstrate how Federal Planning Factors are addressed
12. **Expand freight planning*****
13. Demonstrate safety and security in the planning process and project selection
14. Coordinate more frequently on land use issues
15. Make compliance with Title VI more visible in the process
16. Evaluate regional public outreach efforts within the next two years

*****Potentially significant changes for discussion today**

Formal Agreement on Regional Transit Planning

- Document the existing roles and responsibilities
- Establish a working group and develop bus system for long-range plan
- Formal agreements by March 2007
- Oversight (proposed): TPB Technical Committee

Freight Planning

- Certification asked for expanded consideration of freight in the metropolitan planning process
- Limited TPB involvement in the past
 - Not driven by a major freight facility (e.g., port)
 - Data collection driven mainly by air quality needs
- Need information, involvement from freight shippers and providers of freight transportation
- Amended to FY2006 UPWP in December, background research ongoing
- Consultant study by December (proposed)
- Oversight (proposed): Travel Forecasting Subcommittee
 - Will consider whether a separate freight committee eventually will be created, or just occasional special events

Outlook

- Deadline of compliance by July 1, 2007
- Development of materials as feasible for the September 2006 draft version of the plan
- Work with relevant committees, staff support
- Development of necessary elements for FY2008 UPWP