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)
“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

450.314 Metropolitan Planning Agreements
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


- Docket closes August 26, 2016
MPO Coordination NRPM 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 NRPM 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
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

Contact your FHWA Division Office or FTA Regional Office, or:

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