



Transportation Planning Implications of Transportation Management Area Designations

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Poll Question #1

What is your affiliation?

- MPO Staff
- MPO Board Member
- State DOT
- Transit Operator
- FHWA Division
- FTA Region
- FTA or FHWA Headquarters
- Other (specify)

Congratulations!

**You were designated as a
Transportation Management Area
(TMA)**

Agenda

- I. Population Growth in Large Urbanized Areas (UZAs)
- II. Description of Transportation Management Areas (TMAs)
- III. Transportation Issues and Planning Needs in TMAs
- IV. A Refresher on MPO Basics: Authority, Processes, Products
- V. Metropolitan Planning in TMAs
- VI. Program Aspects of Planning in Large UZAs
- VII. Technical Assistance and Training

Webinar Objectives

- Review basic provisions of metropolitan planning
- Outline special Federal requirements for planning in TMAs
- Describe metropolitan planning activities in TMAs
- Announce the availability of continuing technical assistance and support from FTA/FHWA
- Answer questions and provide peer forum

After this webinar, you will:

- Understand the procedures and products involved in transportation decision-making at MPOs
- Understand the uniqueness of transportation issues and associated planning needs in TMAs
- Know the planning requirements of MPOs in TMAs
- Recognize the benefits to metropolitan planning of designation as a TMA
- Know the technical assistance and training resources available from FTA/FHWA and how they can be accessed



Population Growth in Large UZAs

(UZAs > 200,000 population)

The 2010 Census revealed that the U.S. is becoming increasingly urban:

- U.S. population grew by 9.7% from 2000 to 2010
- Population in the largest UZAs (>200,000 population) grew most rapidly - by 16% over the past decade
- The UZAs with > 200,000 population are home to 62% of the Nation's population

What is a Transportation Management Area (TMA)?

A TMA is an Urbanized Area as designated by U.S. DOT

- UZA with population over 200,000 - per Census, or
- Any UZA, upon the joint request by MPO and Governor
- There are **181 TMAs**:
 - **179** designated due to crossing population threshold
 - **2** designated at the request of MPO and State

How Do MPOs and TMAs Relate?

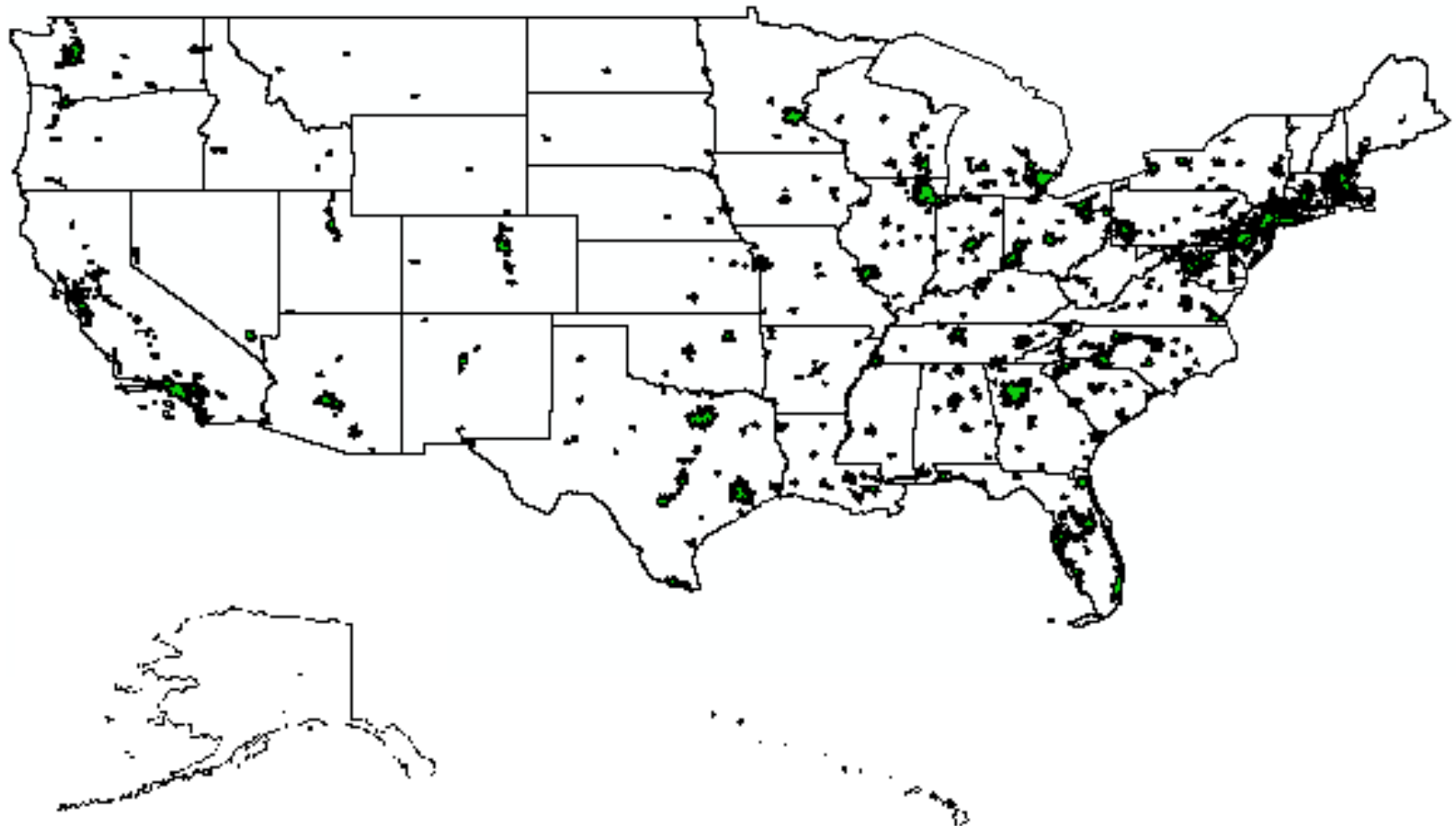
MPO is the Policy Board for Transportation Decision-making in Urban Areas

- Required in census-defined urbanized areas (UZA)
- MPO Policy Board is supported by agency staff

TMA is an Urbanized Area (UZA) Designated a TMA

- TMA geography may span cities, counties, states
- Multiple transit agencies may operate in a TMA
- TMAs may encompass planning areas of > 1 MPO

Urbanized Areas with >200,000 Residents Per 2010 Census



Source: GIS Maintained by FHWA

Needs and Strategies of TMAs

Needs

- More intense, longer duration, widespread
- More localities and system operators
- More interdependence among modes/locales
- Greater funding needs / difficult tradeoffs

Strategies

- Consideration of a range of modal interests
- More intergovernmental cooperation needed
- Management and operational approaches

Poll Question #2

What are the primary transportation issues in your area? Check All that Apply

- Economic Growth
- Traffic Safety
- Recurring Traffic Congestion
- Congestion at Major Employment Site(s)
- Air Quality
- Lack of Transportation Options to Driving
- Growing Population with Limited Mobility
- Other (specify)

Role of MPO and Functional Capacity

- MPO is decision-making authority for spending Federal-aid transportation funds
- MPO is the Policy Board, supported by staff who provide relevant technical resources
- MPO Policy Board decisions result from consultation, coordination, and consideration with State and local partners
- Public and Stakeholder participation is important throughout planning process

Scope of Planning Process

- “(E)ncourage and promote the safe and efficient management, operation, and development of surface transportation systems”
- Provide a comprehensive, cooperative, and continuing transportation planning process for the metropolitan planning area
- Addresses the eight national planning factors
- Uses a performance-based approach to support national goal/policy attainment

Scope of Planning Process (cont.)

- MPO Policy Board and staff work with local agencies, systems operators/service providers, stakeholders, and the public to:
 - Adopt multimodal long-range metropolitan transportation plan (MTP)
 - Approve multimodal short-range transportation improvement program (TIP)
 - Prepare a Congestion Management Process (CMP) in TMAs to support MTP and TIP development

Scope of Planning Process (cont.)

- The MPO may endorse or reference plans of other agencies, but is not subordinate to the State, system operators, service providers, or other existing agency plans
- MPO staff must have the skills to undertake multimodal transportation planning such as performance monitoring, travel forecasting, financial analysis, public involvement, GIS, and other skills necessary to fulfill planning requirements

Planning Projects/Programming Funds

- MPO Policy Board adopts MTP:
 - Lists recommended multimodal projects, spanning a 20-year planning horizon
 - Lists specific projects with cost estimates
 - Identifies funding sources that are “reasonably available” from Federal, State, and local revenues
 - Reflects performance-based approach
- MTP is basis for projects programmed in TIP for funding over ensuing four-year period

Programming Funds/ Implementing Projects

- MPO Policy Board programs all federal transit and highway funding within the MPO Planning area in the TIP
- Projects are advanced from the MTP to the TIP by the MPO, in cooperation with the State DOT and affected transit providers
- TIP is incorporated within the Statewide Transportation Improvement Program (STIP)
- Projects are selected for implementation from the STIP

Unified Planning Work Program (UPWP)

- UPWP is the MPO's operational work plan and budget for the federal planning funds
- UPWP documents the work tasks needed to complete planning activities and to prepare planning products (MTP, TIP, and CMP)
- FTA/FHWA jointly approve the UPWP and monitor progress in completing tasks

Submit a question using the chat box



Key Facets of Metropolitan Planning in a TMA

- Expansion of MPO board membership
- Congestion Management Process
- TIP project selection authority
- Certification by FTA/FHWA
- Program aspects of large UZAs and TMA designation
 - “Attributable” allocation of Section 5307 and Surface Transportation Program (STP) funds
 - MPO/designated recipient cooperation
 - Funding available for planning

Expansion of MPO Board Membership

Key New Provision in MAP-21

By Oct 2014, membership of MPOs in TMAs:

(A) Local elected officials;

(B) Officials of public agencies that administer or operate major modes of transportation in the metropolitan area, *including representation by providers of public transportation*; and

(C) Appropriate State officials

- Final guidance forthcoming -

Congestion Management Process (CMP)

By January 2014: Regionally Coordinated Program

- Data Collection – system usage and performance
- Analysis – identify/diagnose problems
- Assessment of systems management/operations
 - Potential impacts of alternative strategies - using multimodal performance measures
 - Advancement of promising strategies to Plan and TIP for implementation
- Evaluation of impacts of past strategies

Congestion Management Process (cont.)

- Products include key plan/program input:
 - Proposed implementation schedule
 - Organization roles and responsibilities
 - Costs and revenue sources for implementation and for ongoing operation and maintenance
- Strategies include demand/systems management, public transit, growth management, and ITS
- Nonattainment Areas - CMP must consider demand/operational management strategies before including SOV-type projects in TIP

Poll Question #3

What kinds of strategies are included in your Congestion Management Process?

- Traffic Signalization
- Ramp Metering
- Public Transit Operations
- Land Use Management/Control
- Intelligent Transportation Systems – Highway
- Intelligent Transportation Systems – Transit
- Other (specify)
- We do not currently have a CMP

Submit a question using the chat box



TIP Project Selection Authority

- In TMAs, MPOs, in consultation with the State and transit providers, set project selection priorities from the first four years of a TIP for:
 - All 23 U.S.C. and 49 U.S.C. Chapter 53 funded projects, except...
 - National highway system, bridge, interstate maintenance, and federal lands highway program projects.
- Sets project authorization order in TIP

Certification of Planning in TMAs

First Certification by 2016:

- FTA/FHWA jointly certify that the planning process(es) within TMAs comply with Federal Requirements - at least every four years
- If planning process within the TMA is not certified, funding from FHWA and FTA may not be available to advance projects
- Certification review identifies MPO needs for technical assistance and training

Certification of Planning in TMAs (cont.)

- Pre-certification organizational meeting
- Desk review of documents
- Site visit – may be two to three days
 - Agenda of discussion topics sent in advance
 - Interviews with stakeholders
 - Public meeting, hosted by FTA/FHWA
- Certification review report
- Transmittal of certification letter to MPO

Certification of Planning in TMAs (cont.)

FTA/FHWA Joint Reviews conclude with one of the following joint FTA/FHWA actions:

1. Certification of the planning process;
2. Certification of the planning process *subject to corrective actions*; or
3. Certification of the planning process as the basis for approval of *selected categories of programs or projects, subject to corrective actions*

Topics Frequently Cited in Certifications

Financial Planning

- Incomplete financial plan for MTP and TIP
- No fiscal constraint: Costs > Revenues

Public Involvement

- Incomplete Public Participation Plan

Congestion Management Process (CMP)

- CMP not prepared/not used in MTP development
- No evaluation of implemented strategies

Value-Added Oversight by FTA/FHWA

Technical Assistance/Training in Response to Certification Findings

- Direct “over-the-shoulder” support
- Suggested UPWP activities to fund
- National webinars on key topics
- Facilitated dialogue with peer practitioners tailored to individual needs
- Formal training courses

Program Aspects of Large UZAs

- Dedicated Allocation of Formula Funding
- “Designated Recipient” of FTA Formula Funds

Program Aspects of Large UZAs (cont.)

Dedicated Allocation of Formula Funding

- FTA's Urban Formula (Section 5307) and FHWA's Surface Transportation Program (STP)
- "Attributable" funds allocated to UZAs >200,000 based on population and other factors
- "Predictability" can simplify revenue forecasting for Plan and TIP
- Provides predictable fund levels for the UZA

Program Aspects of Large UZAs (cont.)

Reminder: Funding Available for Planning

- “Planning” an eligible activity for STP and Section 5307 programs (addition to PL and Section 5305)
- MPOs must coordinate with the state and transit providers
- Typical uses are corridor and sub-area studies
- All planning activities listed in the UPWP

Program Aspects of Large UZAs (cont.)

“Designated Recipient” of FTA Formula Funds

- In UZAs > 200,000 “designated recipients” receive and apportion to transit operators
- “Designated recipients” are selected by the State, local officials, and transit operators through the metropolitan planning process
- Close coordination between MPOs and “designated recipients” is needed for apportionment to operators with funds programmed in the TIP

Resource Materials

- Certification review primer
http://www.planning.dot.gov/Documents/Primer/intro_primer.asp
- CMP Guidebook
http://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf

Available Information & Technical Assistance

- Frequently Asked Questions on FTA/FHWA websites
 - http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/
 - http://www.fta.dot.gov/documents/Census_2010_and_FTA_Formula_Grants10-25-12.pdf
- Training from National Transit Institute (NTI) and National Highway Institute (NHI)
 - <http://www.ntionline.com/courses/list.php>
 - <http://www.nhi.fhwa.dot.gov/default.aspx>



Transportation Planning Capacity-Building Program (TPCB)

- Web-based information dissemination
 - Website with extensive collection of case studies
 - Library of streamed webinar broadcasts
- Facilitated peer exchanges – on request
- Informational presentations at stakeholder events
- Accessible at: <http://www.planning.dot.gov/>
 - *The Transportation Planning Process: Key Issues – A Briefing Book for Transportation Decisionmakers, Officials, and Staff* is accessible at: <http://www.planning.dot.gov/documents/briefingbook/bbook.htm>

Contact your Local FTA/FHWA Offices

- FTA Region Offices:
http://www.fta.dot.gov/12317_1119.html
- FHWA Division Offices
<http://www.fhwa.dot.gov/about/field.cfm>

Contact Us!

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