

# Welcome to *The Planning Exchange*



TRANSPORTATION PLANNING INFORMATION EXCHANGE

# MPO COORDINATION NOTICE OF PROPOSED RULEMAKING

External Webinar for  
Transportation Stakeholders  
July 21, 2016



# Today's Presenters

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



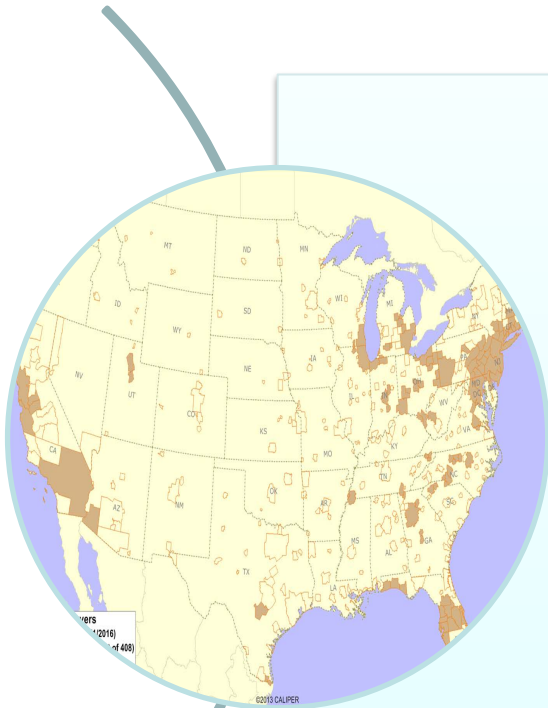
# Joint Planning Final Rule

“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

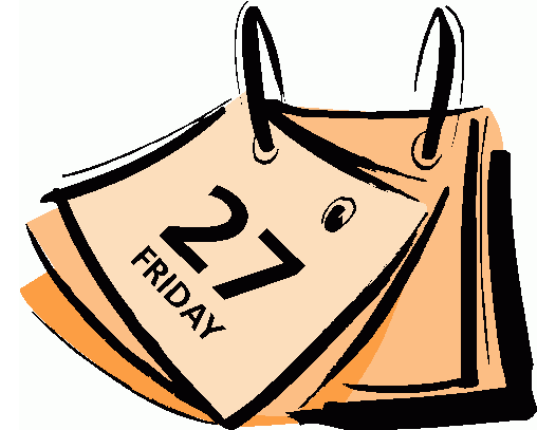


# MPO Coordination NPRM

- 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 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

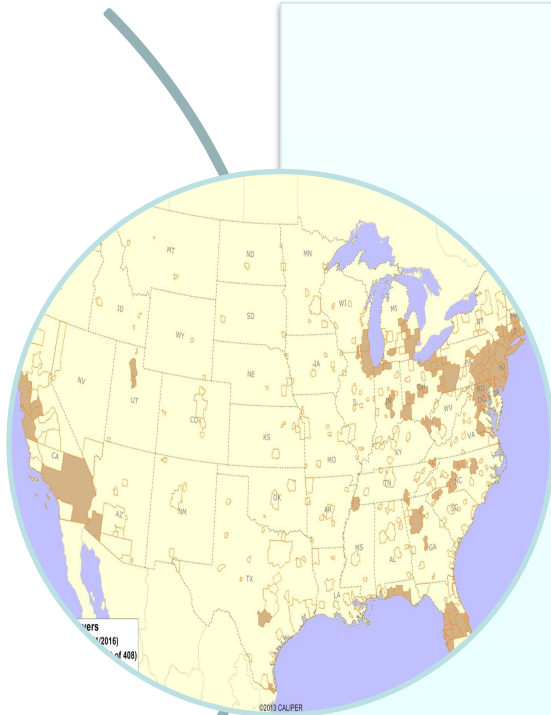
-  Would align regulatory definition of MPA with statute
-  Retains provision that Governor and MPOs determine if planning area warrants multiple MPOs within a MPA
-  Would require unified planning products for MPAs
-  Would require States and MPOs to have a current planning agreement that includes a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



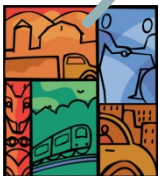
# Proposed Definition of Metropolitan Planning Area

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

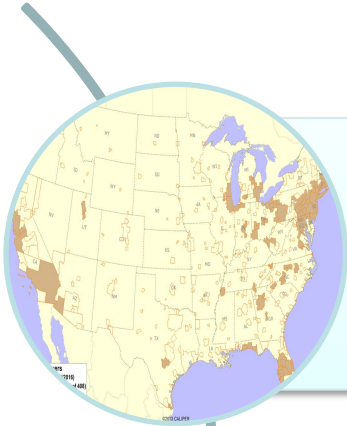
- Better align regulation with statutory definition
- Ensure that planning activities consider the entire region of urbanized area consistently
- Would recognize MPA is dynamic



450.104 Definitions  
450.312 Metropolitan planning area boundaries



# MPA Size and Complexity Exception



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



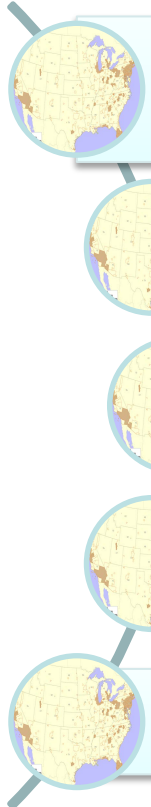
Where not warranted, would require MPOs in MPA to either

- 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



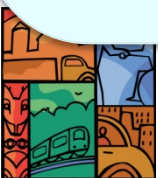


# Dispute Resolution and Information Coordination

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



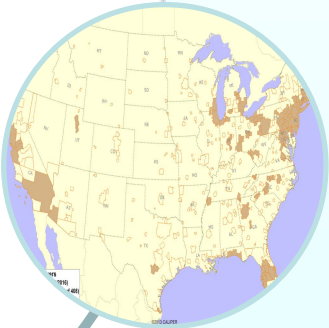
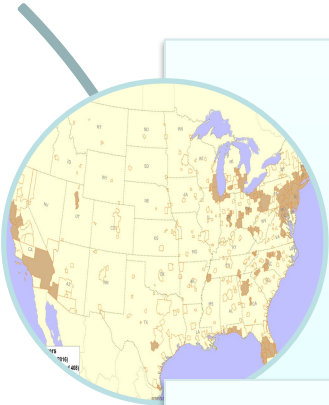
# Anticipated Impact of NPRM

Anticipated to affect approximately 142 MPOs

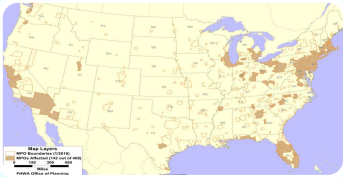
- out of 409 total MPOs
- designated in same planning area as another MPO.

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

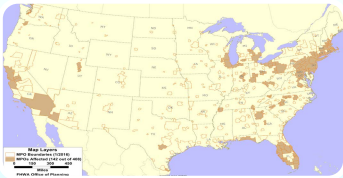
- adjust their boundaries if applicable so that they are only MPO in planning area
- merge with adjacent MPOs
- Coordinate with other MPOs in planning area to jointly develop unified planning products



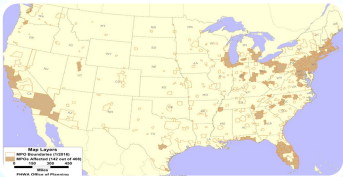
# Benefits of Proposed Rule



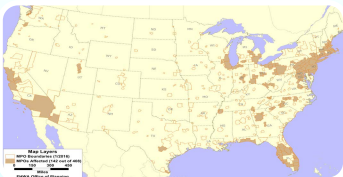
More efficient, comprehensible and focused planning processes



Improved regional coordination



Achieve regional scale envisioned by performance management framework



Economies of scale

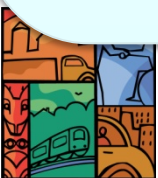




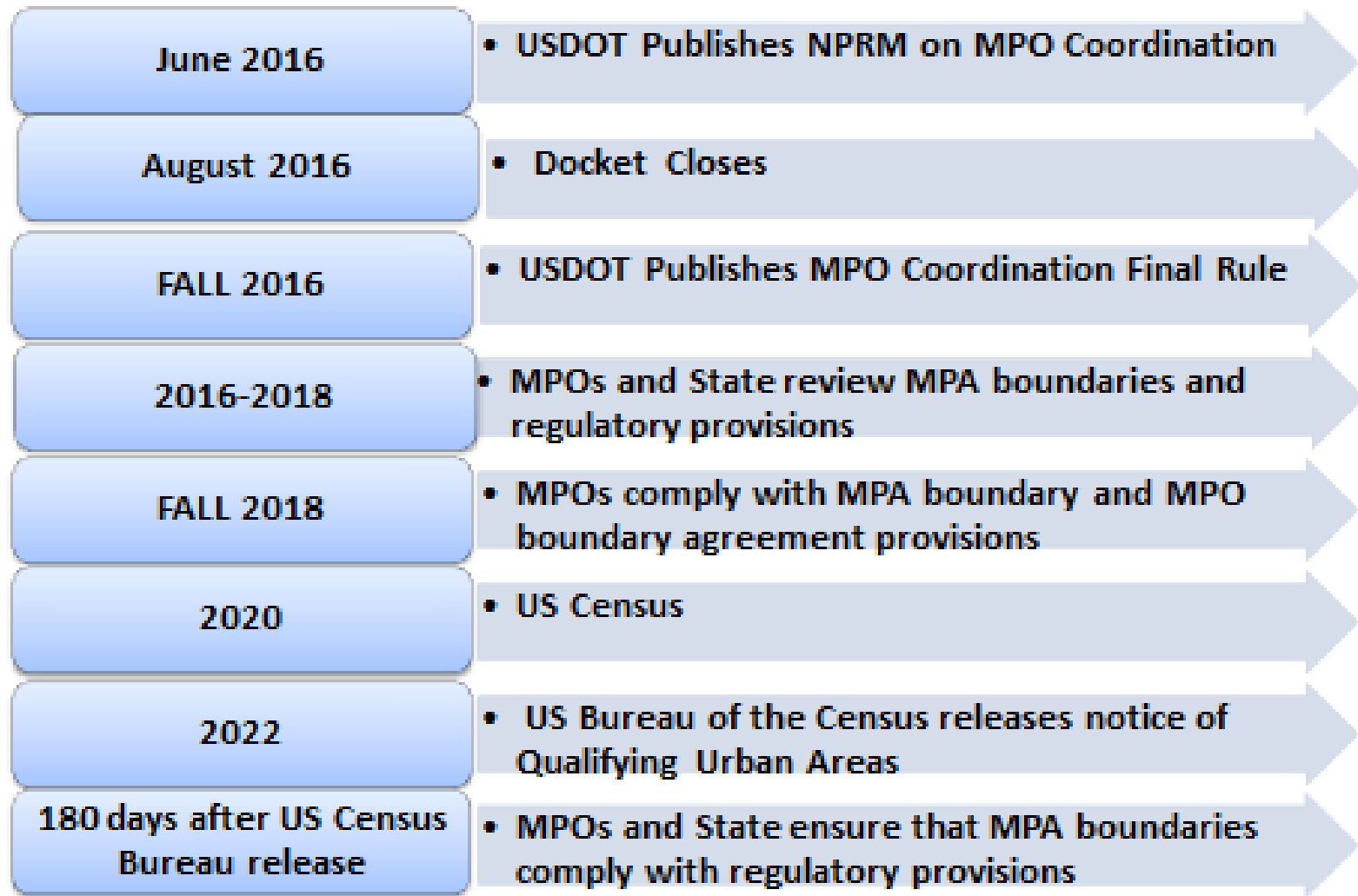
## Seeking Comments

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?

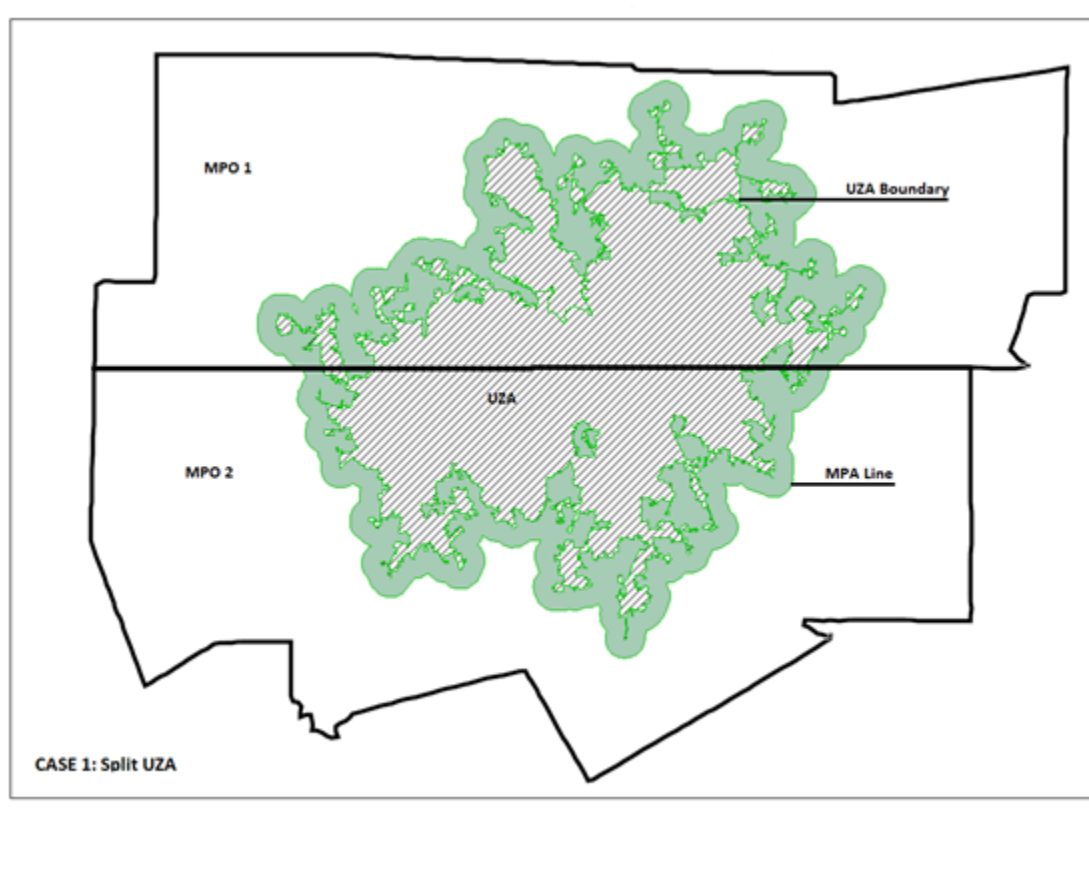
- should rule provide that such MPAs must merge?
- should rule allow States and MPOs to tailor MPA boundaries and 20-year urbanization forecast to take into account proximity of other MPAs?



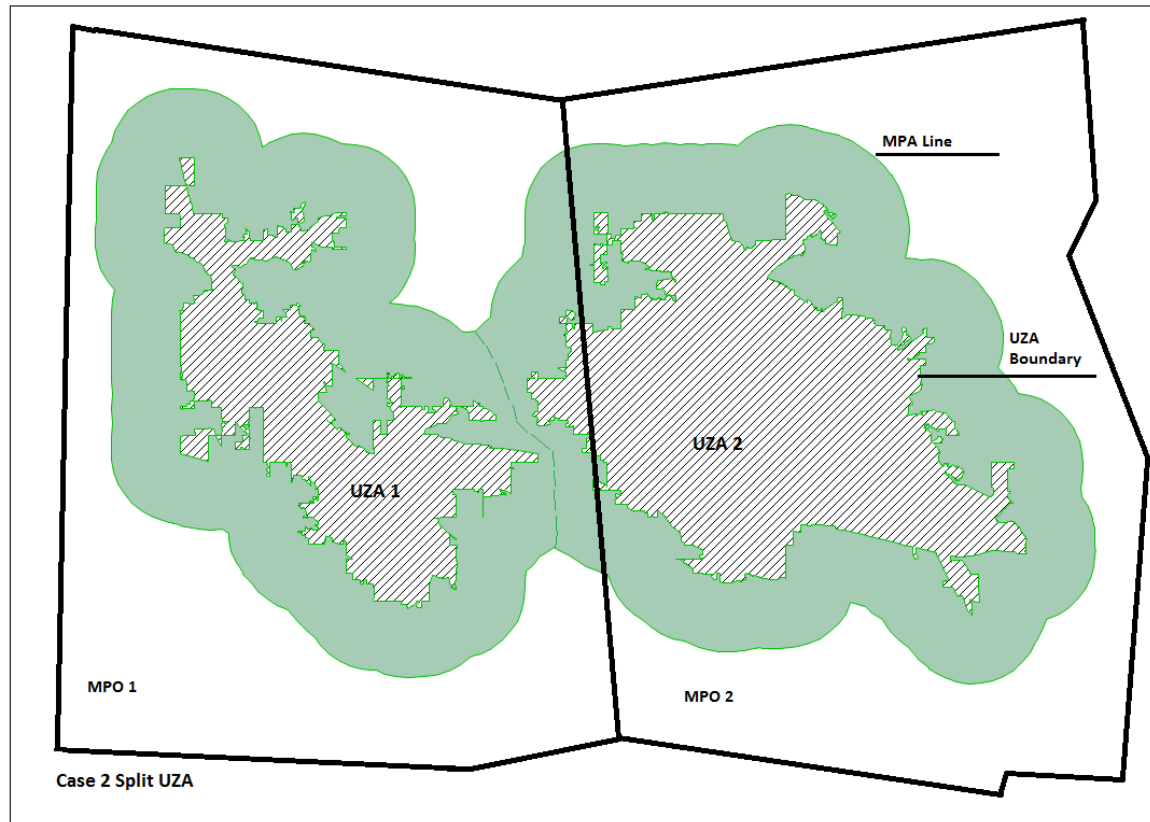




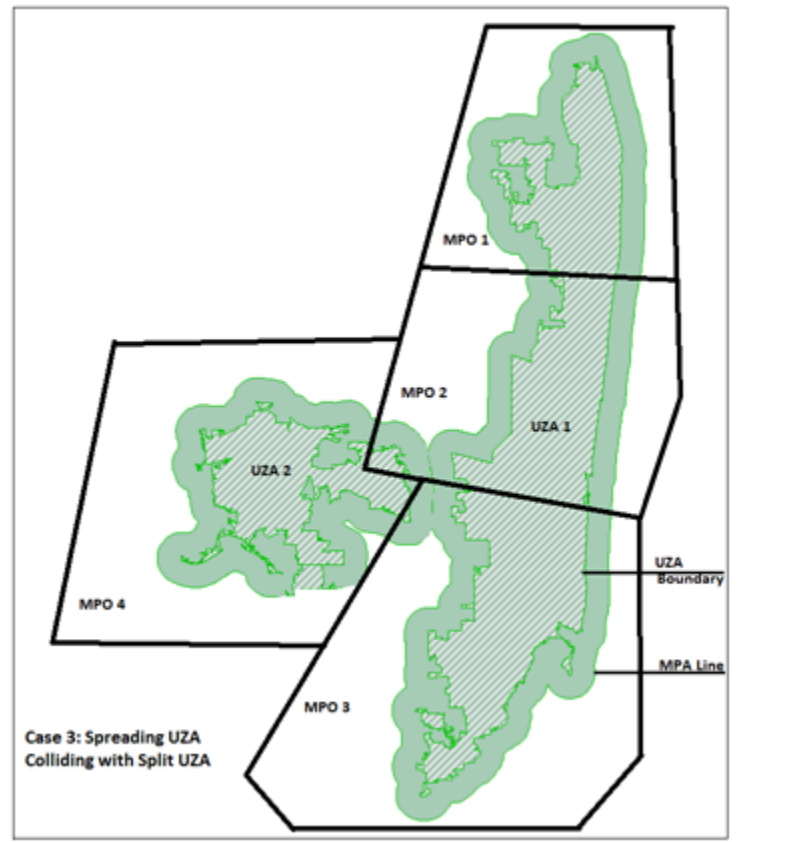
# Example 1



# 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

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

## FHWA

Harlan Miller

FHWA, Office of Planning

(202) 366-0847

[harlan.miller@dot.gov](mailto:harlan.miller@dot.gov)

## FTA

Sherry Riklin

FTA, Office of Planning & Environment

(202) 366-5407

[sherry.riklin@dot.gov](mailto:sherry.riklin@dot.gov)

