

Metropolitan Transportation Planning: **An Overview**



**FHWA/FTA Transportation Planning
Capacity Building Program**

and the

**Lawrence-Douglas County
Metropolitan Planning Organization**

This presentation will help new MPO Board Members better understand the:

- **Value of regional transportation planning**
- **Functions and purpose of an MPO**
- **Roles and responsibilities of an MPO board member**
- **Key products of the metropolitan transportation planning process**
- **Federal requirements for metropolitan transportation planning**



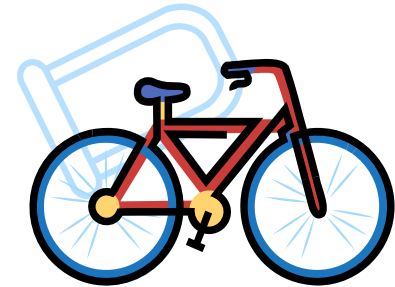
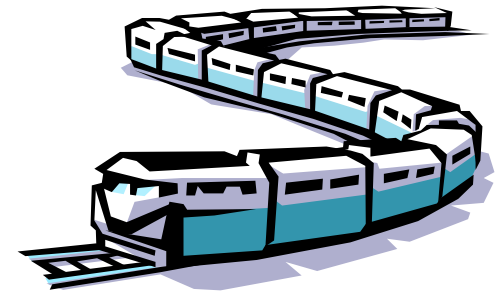
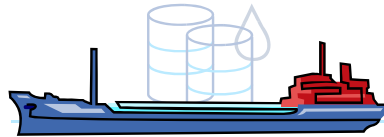
What is transportation?

Transportation is
different modes,
working as a system,
for the safe, efficient movement
of people and goods



The transportation system is more than roadways

It is Multimodal



What is transportation planning?

Transportation planning provides the information, tools, and public involvement needed for improving transportation system performance.

Transportation planning is a continuous process that requires monitoring of the system's performance and condition.

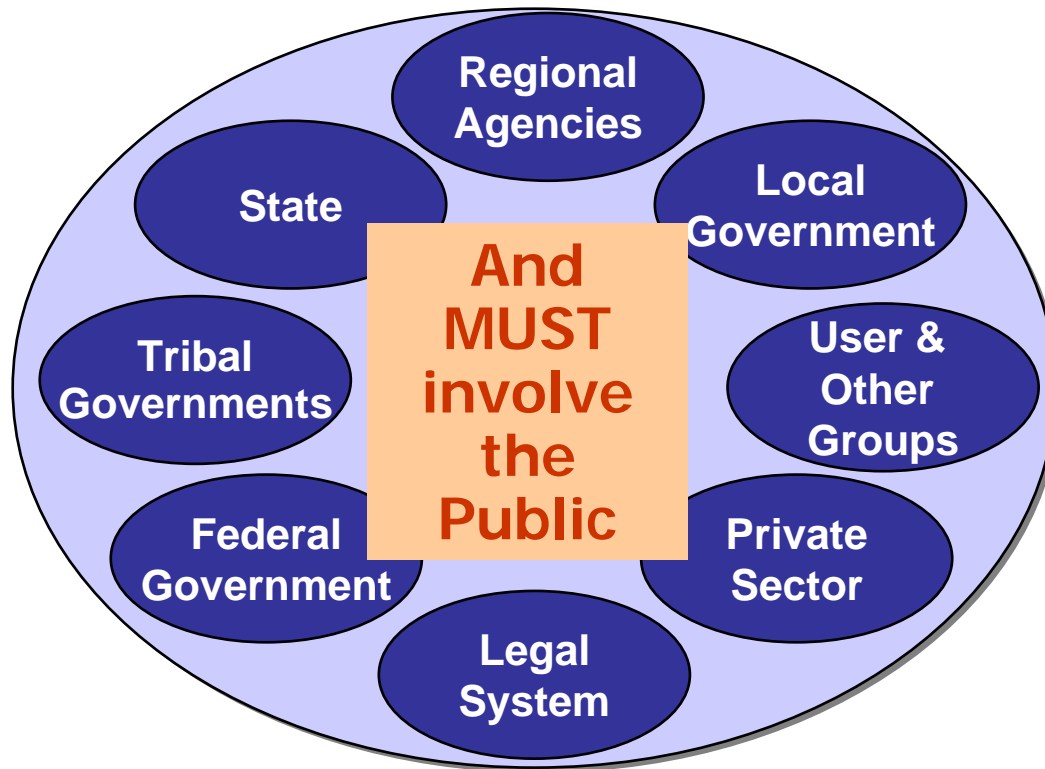


Transportation planning is about more than transportation

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- Land Use (State and local law)
 - Clean Air Act / Air Quality Standards
 - National Environmental Policy Act (NEPA)
 - Americans With Disabilities Act (ADA)
 - Title VI / Environmental Justice

It is Comprehensive

Regional planning involves many contributors

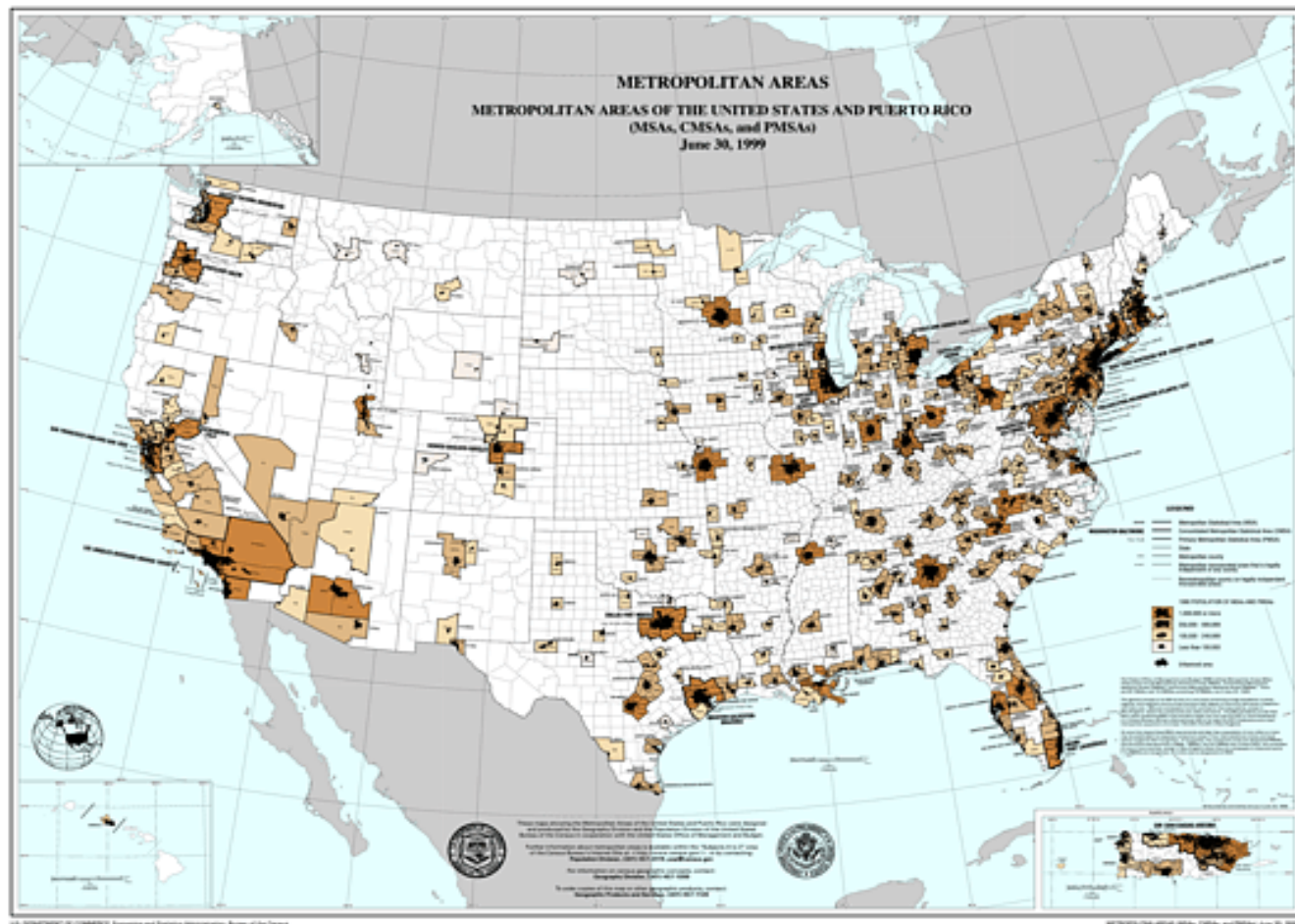


A Metropolitan Planning Organization...

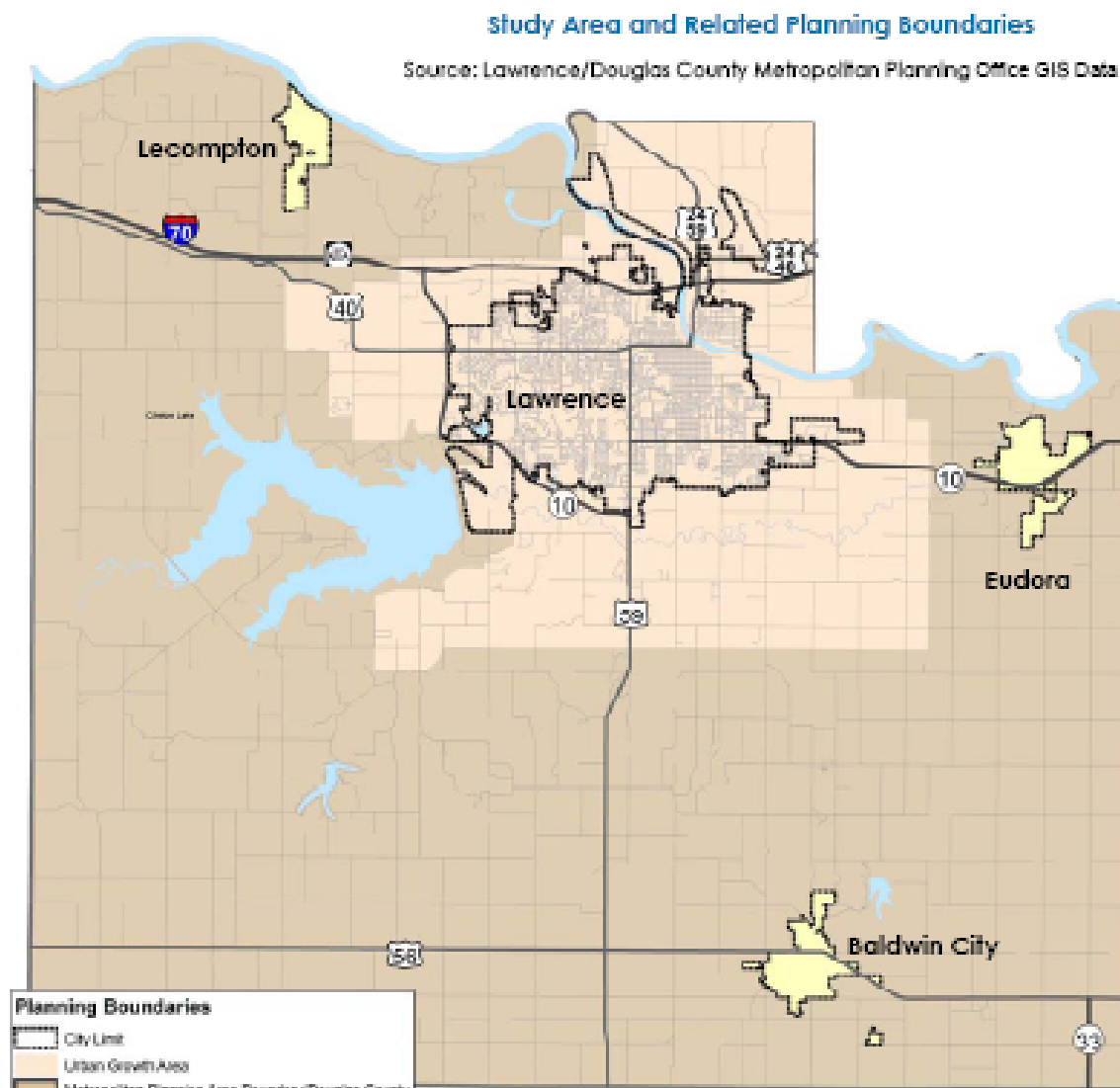
- Has the authority of Federal law
- Is a representative group of local stakeholders
- Leads the transportation planning process for the metropolitan planning area (all of Douglas County)
- Is the region's policymaking organization responsible for prioritizing transportation projects
- Carries out the metropolitan transportation planning process in cooperation with KDOT and local transit operators



All “urbanized areas” are required to have an MPO or be part of an MPO



Lawrence-Douglas County Metropolitan Planning Boundary



MPO structure

- An MPO is required to have a decision-making “policy body”
- The structure of this MPO is
 - Policy Board
 - Technical Advisory Committee
 - Other Committees formed to assist with certain types of planning and/or large projects, *i.e.*, Bicycle Advisory Committee, T2030 Committee
 - Planning Director, Senior Transportation Planner, and Transportation Planner



The MPO Board

- Takes approval actions on all required MPO documents and other documents
- Sets regional long-term transportation policy and approves plans
- Prioritizes and programs specific transportation projects for funding



Who sits on the Board?

Voting Members:

- Two Lawrence City Commissioners
- One Douglas County Commissioner
- Two Lawrence-Douglas County Metropolitan Planning Commission Members
- One Elected Official from Baldwin City, Eudora, or Lecompton
- One Representative from the Kansas Department of Transportation

Non-Voting Members:

- One Representative from the Federal Highway Administration
- One Representative from the Federal Transit Administration
- One Representative from the University of Kansas
- Two Representatives from Baldwin City, Eudora, or Lecompton



In making decisions, the Board should consider...

- Long-term vision for the region and its multi-modal transportation system
- Effect on system operations
- Impacts on the environment and the economy
- Comparison with alternative options
- Cost effectiveness and short- and long-term availability of funding
- Federal, State, and local regulations and plans
- Public comments and community values
- Whether more information is needed



Role of Advisory Committees

- Committees provide technical analysis, specialized knowledge, input on specific issues
- Advisory Committees assist the MPO staff
- Technical Advisory Committee is the main advisory committee for the L-DC MPO. However, other committees can and should be formed to provide input on specific issues such as:
 - Bicycle Transportation
 - Long Range Transportation Plan
 - Regional Travel Demand Modeling
 - Public Input
 - Environmental Justice and Title VI
 - Other issues that need a temporary or permanent advisory committee



Role of the MPO Staff

- Provide information and technical support to board members and advisory committees
- Prepare documents
- Foster interagency coordination
- Facilitate public input and feedback
- Manage the planning process



Transportation planning and programming

Planning:

- Developing a vision
- Creating policies and strategies to support the vision
- Long-term horizon

Programming:

- Prioritizing proposed projects
- Matching projects with available funds
- Short-term horizon

The public must be involved in both



Basic requirements

- **Reflect**
 - The “3C” planning process
 - The eight SAFETEA-LU planning factors
- **Develop**
 - A Unified Planning Work Program (UPWP) or simplified statement of work
 - Public participation process/plan (PPP)
 - Financial Plan
- **Produce and maintain**
 - Long Range Transportation Plan
 - Transportation Improvement Program (TIP)



The Three C's

A Comprehensive, Cooperative, and Continuing process is required for initiatives to be eligible for Federal transportation funding.



SAFETEA-LU Planning Factors

The Board is required to consider:

- Support economic vitality
- Increase Safety
- Increase Security
- Increase accessibility and mobility options
- Protect the environment and improve quality of life
- Enhance system integration and connectivity
- Promote efficient system management and operation
- Emphasize system preservation

23 CFR 450.306



What is “fiscal constraint”?

The cost of transportation system
improvement projects
must not exceed the level
of reasonably available revenue.

Ensures realistic plans and programs for transportation systems



Who provides funding for MPO transportation projects?

- Federal government (FHWA, FTA)
- State government (KDOT)
- Local governments
- Transportation agencies
- Public-private partnerships



The role of the State in transportation planning

- Carries out a “continuing, comprehensive, and multimodal statewide transportation planning process” **23 CFR 450.200**
- Develops a vision and strategy for the transportation system throughout the State
- Coordinates with and incorporates transportation plans and programs developed by MPOs
- Performs some planning for non-urbanized areas
- Oversees distribution of Federal planning funds and State and Federal project funds



About Federal funding

- Many types, including:
 - Special programs (e.g., Transportation Enhancement and Safe Routes to School Programs)
 - Flexible funding (e.g., Surface Transportation Program)
 - Formula-based funding (e.g., FTA Sections 5307 and 5309)
 - Earmarked
- Most federal funding is passed to project sponsors through the KDOT and in conjunction with the regional MPO process
- Nearly all Federal funding programs require matching funds from the project sponsor



Unified Planning Work Program (UPWP)

Required MPO document prepared and approved annually to document what the MPO and other local partners will do with its federal planning funds including:

- Planning tasks and studies to be conducted
- State/local planning activities that will impact transportation planning
- Schedule of MPO staff activities
- Funding sources identified for each planning work task
- Agency responsible for each work task or study



Public Participation Process

- The public participation process should be
 - *Proactive*
 - *Early and continuing*
 - *Open and collaborative*
- A formal Public Participation Plan (PPP) is required



Metropolitan Transportation Plan (MTP)

(formally called the Long Range Transportation Plan)

- Describes the vision for the region's transportation system; and the policies, operational strategies, and projects to achieve it
- Covers at least the next 20 years
- Multi-modal in approach
- Reflects public participation
- Contains a financial plan and is fiscally constrained
- Approved on 3/26/2008
- Updated at least once every 5 years (New MTP due by 3/26/2013; start in 2011)



Transportation Improvement Program (TIP)

- Multi-year listing of federally funded and regionally significant, non-federally funded projects
- Programs funds for projects to implement the MTP
- Shows annual activity for at least a 4-year period
- Contains a financial plan and is fiscally constrained
- Projects not listed in the TIP cannot receive FHWA or FTA funds
- Reflects public participation
- Incorporated into the State TIP
- Approved on 4/23/2008
- Updated at least once every 4 years; New TIP due by 4/23/2012

Responsibilities, Cooperation, and Coordination

- The MPO, in cooperation with the State and transit operators, is responsible for carrying out the metropolitan area transportation planning process.
- The State is to assist the TIP development process by providing estimates of available Federal and State funds.
- The MPO approves the MTP and updates.
- The MPO and the Governor approve the TIP and amendments; an approved TIP goes into the STIP without modification.



Effective planning pays off

- Modal connectivity to provide access, mobility, and ease in travel for all citizens
- Quality communities
- Environmental protection
- Regional economic development
- Safer, more secure transportation systems
- Equitable and efficient use of scarce financial resources

