Transportation Planning Implications of Transportation Management Area Designations

January 8, 2014

Charlie Goodman
FTA Office of Planning and Environment

Spencer Stevens
FHWA Office of Planning
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
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
II. Description of Transportation Management Areas (TMAs)

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
II. Description of Transportation Management Areas (TMAs)

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
III. Transportation Issues and Planning Needs in TMAs

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)
IV. A Refresher on MPO Basics

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)nervourage 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
V. Metropolitan Planning in TMAs

**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

V. Metropolitan Planning in TMAs
VI. Program Aspects of Planning in Large UZAs

Program Aspects of Large UZAs

- Dedicated Allocation of Formula Funding
- “Designated Recipient” of FTA Formula Funds
VI. Program Aspects of Planning in Large UZAs

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
“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

- CMP Guidebook
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/

• Training from National Transit Institute (NTI) and National Highway Institute (NHI)
  – http://www.ntionline.com/courses/list.php
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/
VII. Technical Assistance and Training

Contact your Local FTA/ FHWA Offices

- FHWA Division Offices http://www.fhwa.dot.gov/about/field.cfm
Contact Us!

• **Charlie Goodman**  
  FTA Office of Planning & Environment,  
  [charles.goodman@dot.gov](mailto:charles.goodman@dot.gov)  
  202-366-1944

• **Spencer Stevens**  
  FHWA Office of Planning  
  [spencer.stevens@dot.gov](mailto:spencer.stevens@dot.gov)  
  202-366-0149
Questions & Discussion

Submit a question using the chat box

or

Press *1 to ask your question over the phone