



City of Grand Island

Tuesday, November 6, 2012

Study Session

Item -1

Presentation on Metropolitan Planning Organization (MPO)

Staff Contact: Chad Nabity & Terry Brown

Council Agenda Memo

From: Chad Nabity, AICP

Meeting: November 6, 2012

Subject: What the Heck is an MPO?

Item #'s: 1

Presenter(s): Chad Nabity, AICP and Terry Brown P.E

Background

In March of 2012 the U.S. Census Department published the new list of urbanized areas for the United States, based on the decennial Census of Population and Housing from 2010. Near the bottom of that list with a population of 50,440 was Grand Island, Nebraska. The Census Department made the determination that Grand Island along with the surrounding urbanized area including the east lakes, the subdivisions across Gunbarrel Road into Merrick County and the Village of Alda have a population of more than 50,000 people.

As a result of that determination many things will be changing for the City of Grand Island. One of the most immediate of those changes is the requirement to form a Metropolitan Planning Organization (MPO) to coordinate transportation planning in the Grand Island Urbanized area and its 20 year growth boundary. The Grand Island MPO must be formed and approved by the Governor of Nebraska no later than March 26, 2013.

Discussion

City staff, including representatives from the City Public Works Department, Regional Planning Department and City Finance Department has been meeting with representatives from the Federal Highways and Federal Transit along with representatives from the Nebraska Department of Roads since July of this year regarding the formation of an MPO for the area.

The Nebraska Department of Roads has reserved planning dollars that are available to the City of Grand Island for the formation of the MPO. A contract for those dollars is expected to be presented to Council at the November 13, 2012 meeting.

The presentation on “What the Heck is an MPO?” was created by AMPO (the Association of Metropolitan Planning Organizations) and was presented at their Fall 2012 Conference. City Staff has been given permission to use the presentation to inform Council and the community about the purpose of and reasoning behind having an MPO.

City staff will continue to make timely presentations to Council and the public regarding the changes that will or are likely to occur based on reaching a population of 50,000 and being declared an urbanized area.

Conclusion

This item is presented to the City Council in a Study Session to allow for any questions to be answered and to create a greater understanding of the issue at hand.

It is the intent of City Administration to bring this issue to a future council meeting for approval of the planning contract with the Nebraska Department of Roads and eventually for approval of the MPO structure and designation.



What the Heck IS an MPO?

An Introduction to the Purpose and Function of a Metropolitan Planning Organization

DeLania L. Hardy

The Association of MPOs

Steven Gayle

RSG, Inc, and New York State AMPO

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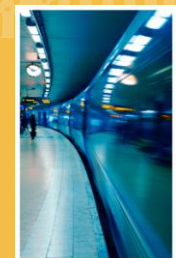
Purpose

- What is an MPO?
- MPO requirements
- Relationship of MPOs to the larger picture of transportation planning
- Federal law



What is an MPO?

- A transportation **policy-making and planning body** with representatives of local, state & federal government and transportation authorities
- A forum for cooperative decision making involving key stakeholders
- Federal requirement in Census urbanized areas of 50,000 or more
- At >200,000, designated a Transportation Management Area (TMA)
- After the 2010 Census, as many as 420 MPOs
- The Policy Committee or Board is the designated MPO, not the staff



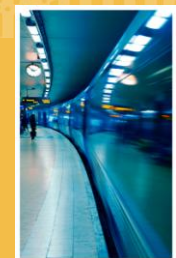
What is an MPO?

- Back when Congress was smart...
 - In 1964, they said metropolitan areas had to have a transportation planning process that was comprehensive, cooperative, continuing (3C)
 - In 1973, they created a home for the 3C process, the Metropolitan Planning Organization, which was required to bring local officials into decision making
 - In 1991, ISTEA gave MPOs more authority and changed the way we do planning

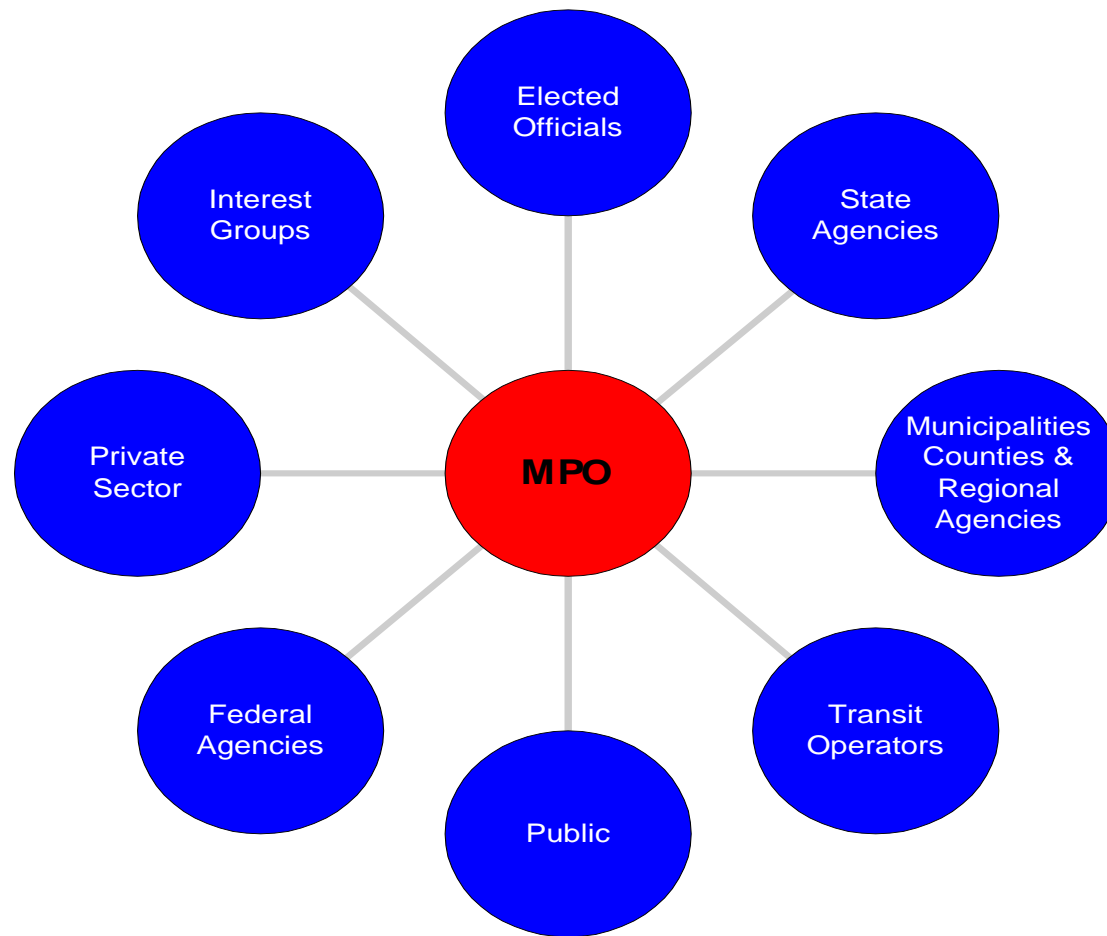


What About MPO staff?

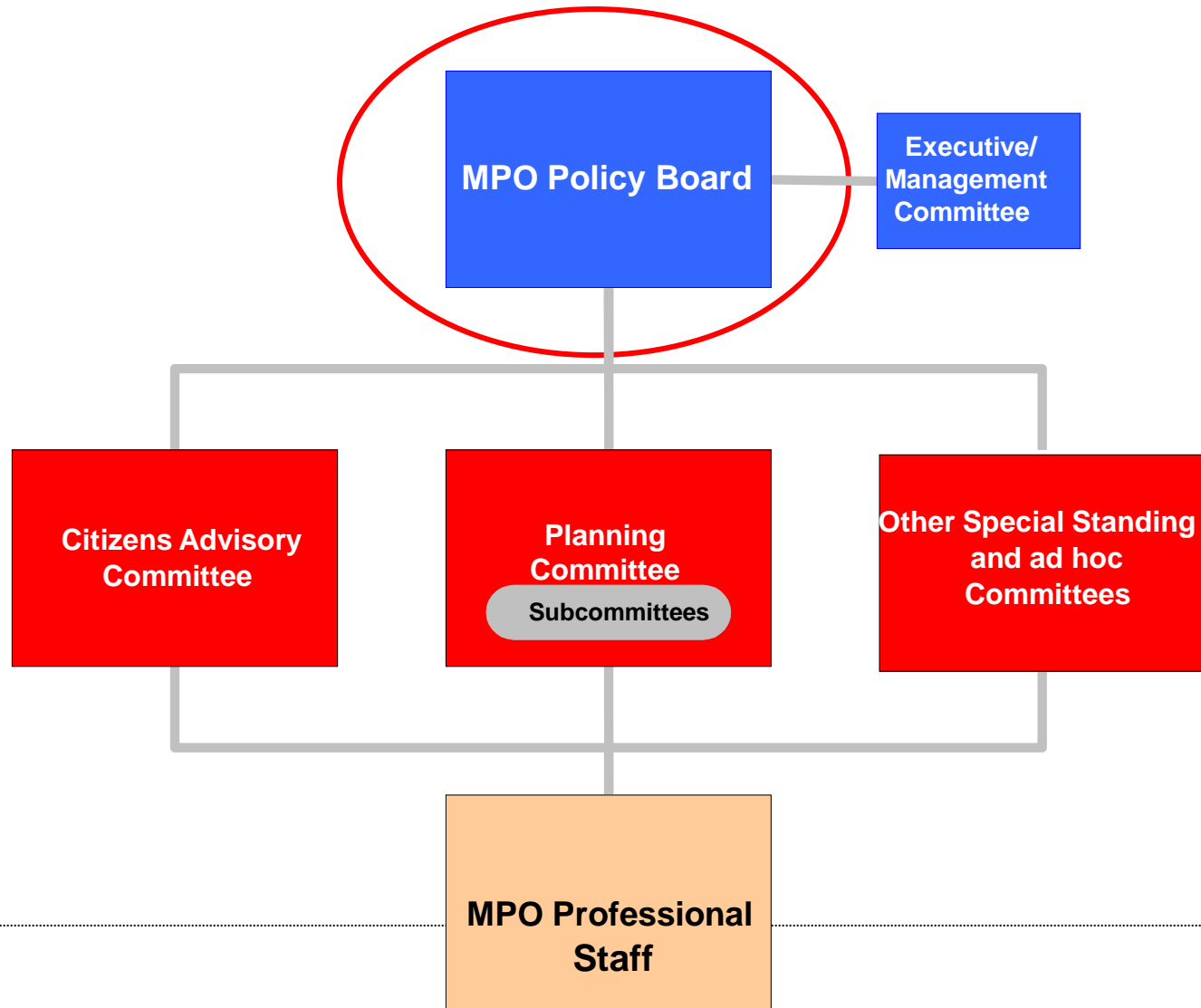
- Federal law is silent on staffing the MPO
- Great flexibility in staff arrangements, often depends on state law
- Typically have a “host agency” as fiscal/administrative agent
- FHWA and FTA have funding programs to support MPO work; provide a maximum 80% Federal share
- Required work may be performed by staff, member agencies, consultants



Who is the MPO?



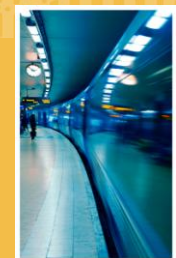
“Typical” MPO Structure



Typical MPO Structure

Policy Committee or Board

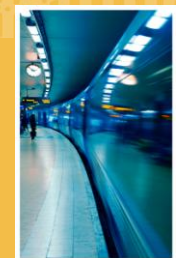
- For TMAs, the MPO shall consist of local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and appropriate State officials.
- For all MPOs, designation occurs by agreement between the Governor and local governments representing at least 75% of the population including the largest incorporated city
- Policy Committees determine their own representation and decision making procedures; some require consensus, others majority or super-majority
- Some MPOs have an Executive or Management Committee to handle agendas and routine matters



Typical MPO Structure

Planning (or Technical) Committee

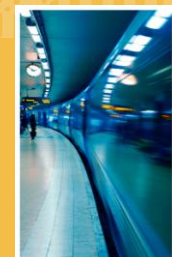
- An advisory body to the MPO Board for transportation issues, primarily technical in nature
- Oversees MPO technical work and develops recommendations on projects and programs for Board consideration
- Usually composed of staff-level officials of local, state & federal agencies
- May have standing sub-committees, for example TIP, Transit, Program Administration
- May create ad hoc sub-committees



Typical MPO Structure

Citizen Advisory Committee

- Acts in an advisory capacity to MPO Board as liaison to the public
- Advises on public involvement strategies
- May assist in organizing and managing public meetings and comments
- Composed of members of the public
 - Often appointed by localities and MPO policy board
 - Sometimes elected
 - May include representatives of stakeholder and advocacy groups like neighborhood, environmental, bicycle and pedestrian, or transit users



Why an MPO?

If you don't know where you're going, any plan will do.



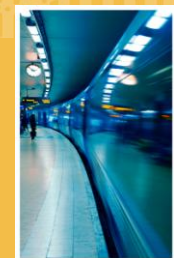
Why an MPO?

- Planning's job is to elicit the region's shared vision for the future
- Requires a comprehensive examination of the region's future and investment alternatives
 - Technical and qualitative forecasts
- Transportation investment means allocating scarce transportation funding resources that achieve outcomes that move toward the vision
- MPO facilitates collaboration of governments, interested parties, and residents



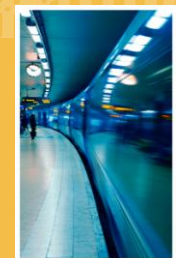
MPO Federally Required Products

- Long Range Transportation Plan (LRTP)
 - Goals, objectives, actions
 - Unified Planning Work Program (UPWP)
 - Tasks to accomplish planning activities
 - Transportation Improvement Program (TIP)
 - Projects to implement the LRTP
 - Participation Plan
 - Communication with the public(s) and key affected groups
 - Environmental Justice
 - Limited English Proficiency Plan
-



MPO Federally Required Products

- Coordinated Public Transit-Human Services Transportation Plan
 - How to make best use of transit operations
- Congestion Management Process (CMP)
 - Required only in TMAs
 - Identifies congestion in all modes, and mitigation strategies
- Air Quality planning in non-attainment areas
 - The LRTP and TIP are subject to conformity analysis



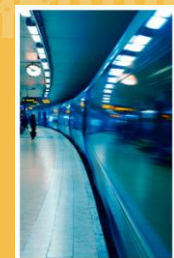
MPO Products

	Time Horizon	Contents	Update Requirements
Unified Planning Work Program	1-2 years	Planning Studies Grant Budgets	Annual
Long Range Transportation Plan	20 years (minimum)	Future Goals Strategies and Products	4 years for air quality nonattainment and maintenance areas; 5 years for air quality attainment areas
Transportation Improvement Program	4 years (minimum)	FHWA and FTA Projects and Strategies	4 years (or less)

Subjects for MPO Long Range Plans

MAP-21 required planning factors

- **Economic vitality**
- **Safety**
- **Security**
- **Accessibility and mobility**
- **Environmental areas, promote energy conservation, improve the quality of life**
- **Integration and connectivity**
- **Management & operations**
- **Preservation**



MAP-21: What's New for MPOs?

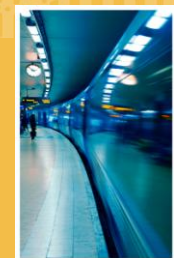
Moving Ahead for Progress in the 21st Century

- End of the “TEA” era
- Does not change MPO designation or structure
- Consolidates capital programs in both FHWA and FTA
- **New focus on performance-based planning**
 - MPOs need to be cognizant of the outcomes of their investments in terms of actual impact on transportation operations and community goals
 - The old model **Forecast-Plan-Program-Build [and don't look back]** is no longer appropriate



MAP-21 Performance Measures

- Infrastructure condition: state of good repair
 - Congestion reduction: reduce congestion on NHS
 - Safety: reduce fatalities and serious injuries on public roads
 - System Reliability: improve efficiency of travel
 - Freight Movement and Economic Vitality: improve freight networks, rural access, and regional economic development
 - Environmental Sustainability: protect and enhance the environment
 - Project Delivery: reduce delays in project development and delivery
 - **TARGETS** to be determined by MPOs and states
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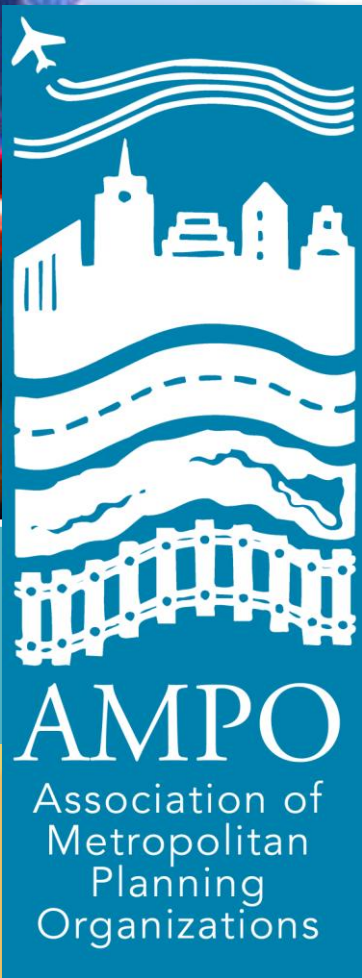
Resources

- Transportation Planning Capacity Building Program – www.planning.dot.gov/metro.asp
 - *The Metropolitan Transportation Planning Process: Key Issues – A Briefing Notebook for MPO Board Members*
- Association of Metropolitan Planning Organizations (AMPO) www.ampo.org
- National Highway Institute
www.nhi.fhwa.dot.gov
 - *Metropolitan Transportation Planning, Course #152069*

Resources

- Federal Highway Administration
(www.fhwa.dot.gov)
- FHWA Resource Centers
(www.fhwa.dot.gov/resoucecenter)
- Federal Transit Administration
(www.fta.dot.gov)





Want More Information?

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