

# **"Transportation Planning 101"**

**Introduction to the Purpose  
& Function of  
Transportation Planning**

# What is a MPO?

- n A transportation policy-making and planning body with representatives of local, state & federal government and transportation authorities
- n Required in urbanized areas of 50,000+
- n Ensures federal spending on transportation occurs through a comprehensive, cooperative and continuing (3-C) process
- n Variety of organizational arrangements – “hosted” by another agency; stand-alone; existing agency designated as MPO

# Northern New England MPOs

## n Vermont

- n Chittenden County MPO (Burlington)

## n New Hampshire

- n Nashua
- n Manchester
- n Salem/Plaistow
- n Dover/Rochester
- n Portsmouth

## n Maine

- n Kittery
- n Portland
- n Lewiston/Auburn
- n Bangor

# Why an MPO?

- n **Transportation investment means allocating scarce transportation funding resources appropriately**
- n **Planning needs to reflect the region's shared vision for its future**
- n **Requires a comprehensive examination of the region's future and investment alternatives**
- n **MPO facilitates collaboration of governments, interested parties and residents**

# Who is the MPO?



# MPO Functions/Products

## Five Core Functions:

1. Establish a setting – fair & impartial, evaluate transportation alternatives
2. Develop planning work program (UPWP)
3. Maintain a Long Range Transportation Plan (LRTP)
4. Develop a Transportation Improvement Program (TIP)
5. Involve the public – residents and key affected sub-groups (PIP)

# MPO Products

	Time Horizon	Contents	Update Requirements
<b>UPWP</b>	1-2 Years	Planning Studies, Tasks, Budget	Annual or Every 2 years
<b>LRTP</b>	20 Years (min.) 25 Years (preferred)	Future Goals, Strategies & Projects	Every 5 Years (3 years for non-attainment/maintenance TMA)
<b>TIP</b>	4 Years	Transportation Investments/Projects	Every 1-2 years (varies by state)

# How is Transportation Planning Funded?

## n MPO's

- n Primarily through Federal Highway (FHWA) funds and Federal Transit (FTA) funds.
- n Federal funds are typically matched with State and/or municipal funds
- n Outlined in the UPWP

## n Rural areas

- n Combination of Federal and State funding.
- n Typically a direct contract between Regional Planning Agencies and/consultants and the State DOT



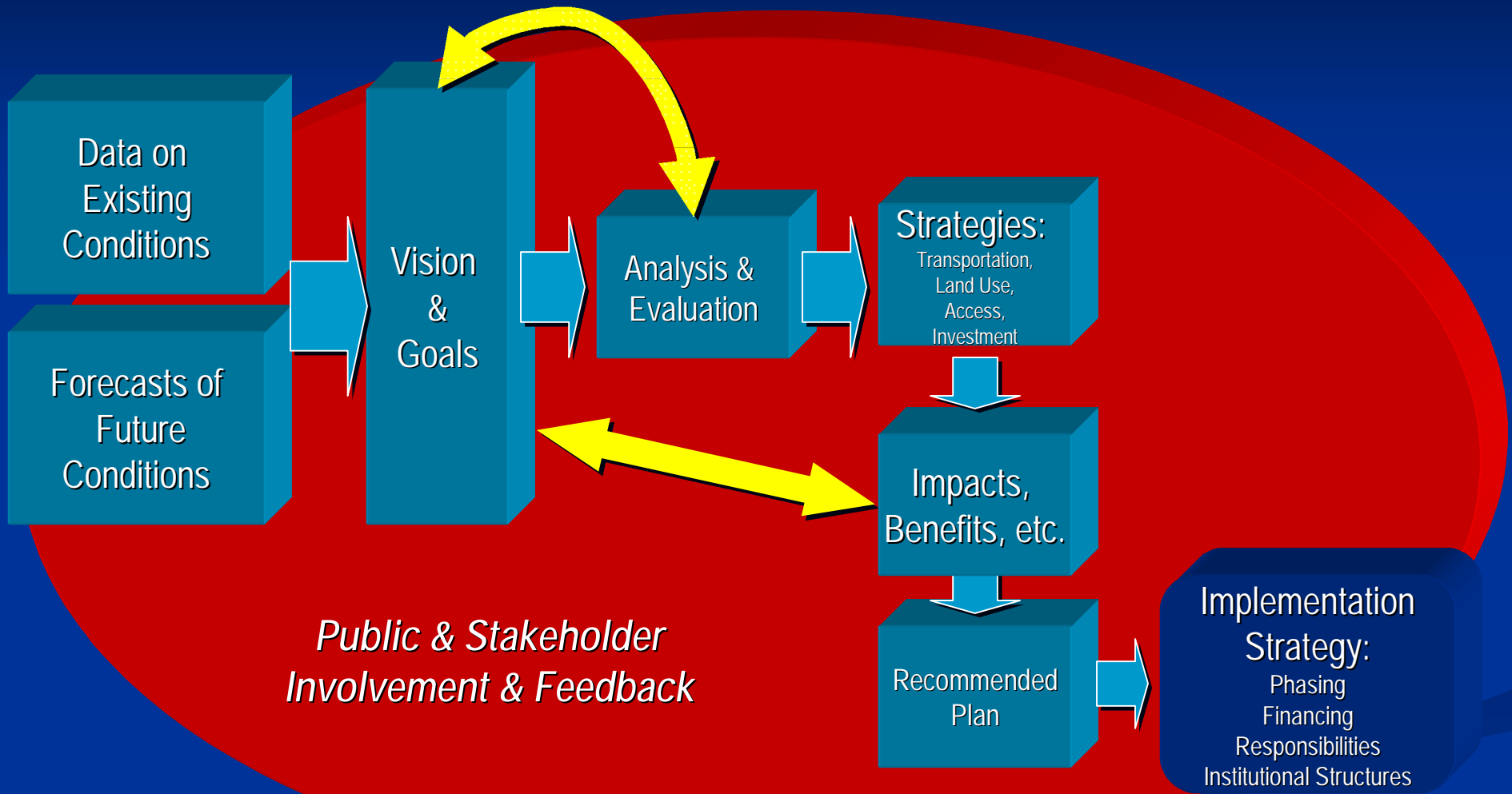
# UPWP

- n Lists studies & tasks to be performed by MPO and/or member agencies (with MPO funds)
- n Covers 1 or 2 years
- n Funding sources for each study/task
- n Basis for PL contract & FTA 5303 transferability
- n Schedules
- n Responsible agencies for each study/task

# L RTP

- n Statement of region's transportation system investment priorities and plans
- n Minimum 20-year time horizon
- n Consistent with Statewide Transportation Plan
- n Intermodal/multimodal in nature
- n Clearly link with land use and economic goals & plans
- n Be fiscally-constrained
- n Update every 5 years (3 years in non-attainment areas)
- n Prioritized listing of projects (in some cases)

# L RTP



# TIP

- n Four-year program covering most immediate projects & strategies for implementation
- n Allocates limited transportation resources among region's priorities
- n Updated every 1-2 years, depending on state requirements
- n Not a "wish list" – fiscally constrained
- n Incorporated into Statewide TIP without change once approved

# Public Involvement

## n Public Involvement Plan (PIP)

- n Required document

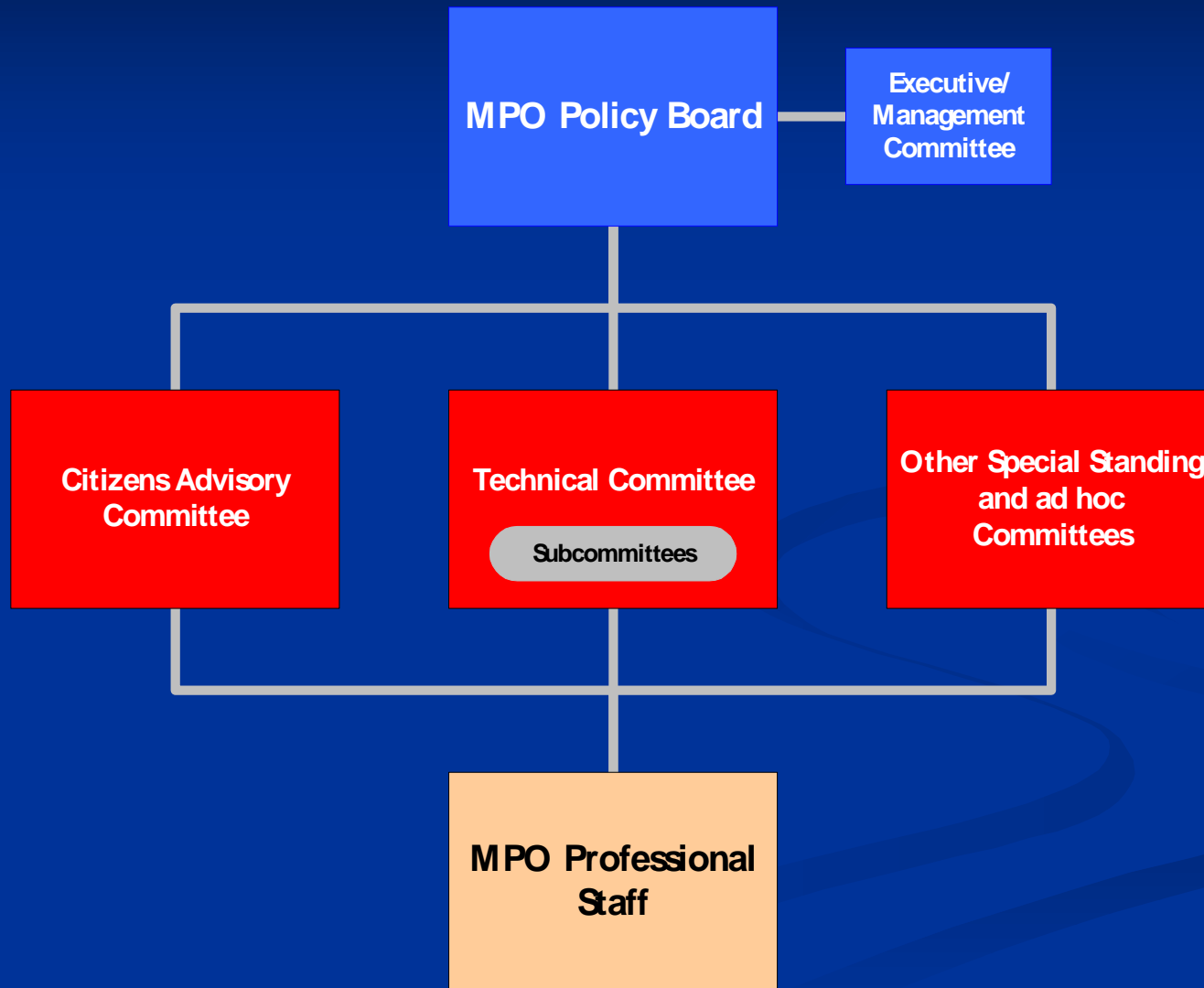
- n Need to clearly lay out process, strategy and responsibilities for ensuring continuous opportunities for public input and education

- n Environmental Justice/Civil Rights critical

## n Citizens Advisory Committee (in some cases)

## n Innovation in public involvement can both enhance the process and make it more cost-effective

# “Typical” MPO Structure



# “Typical” MPO Structure

## Policy Committee (“the MPO”)

- n Local elected & appointed officials
- n Modal representatives
- n State agency officials
- n Interest group representatives
- n Tribal Governments