

# Metropolitan Planning Organization Coordination and Planning Area Reform

*Notice of Proposed Rulemaking  
Released June 27, 2016  
(60 Day Public Comment Period)*



# Stated Purpose of NPRM:

The Secretary of USDOT, FHWA and FTA believe that:

- Since the 2007 planning rules, the language of the regulation has been interpreted to support the possibility of multiple MPOs within an urbanized area rather than within an MPA and **has fostered confusion** about the statutory requirements **and resulted in less efficient planning** outcomes.
- This proposed rule is designed to correct the problems and return to the structure embodied in the rule before the 2007 amendments and envisioned in statute.



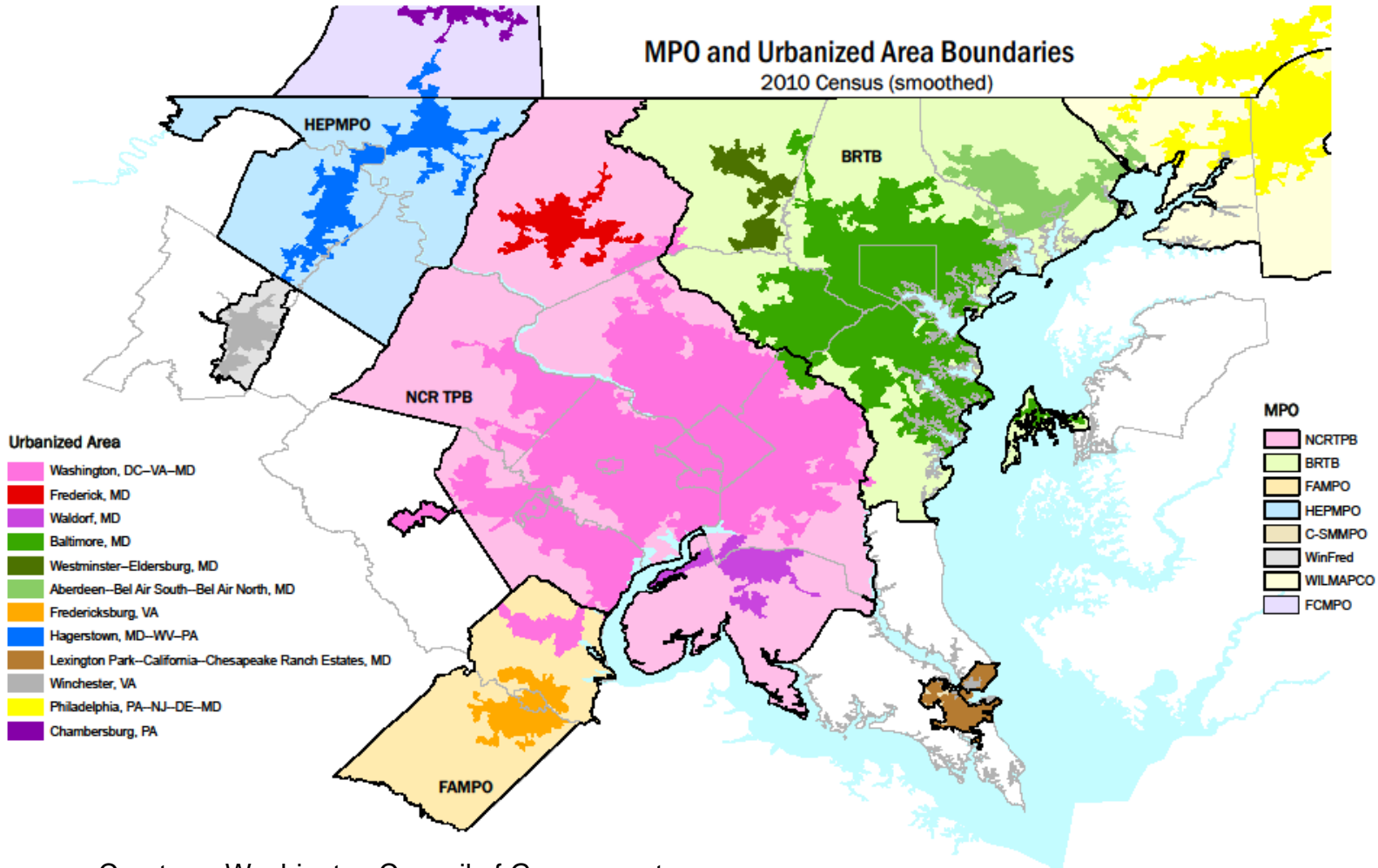
# Definitions

**Urbanized Area (UZA)** – Census defined area that represent densely developed territory and encompass residential, commercial, and other non-residential urban land uses.

**Metropolitan Planning Area (MPA)** - The boundaries of a metropolitan planning area shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan. The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.



# Maryland MPAs and UZAs



Courtesy: Washington Council of Governments  
Baltimore Metropolitan Council



# MPO Planning Area Reform NPRM

- USDOT (FHWA & FTA) is proposing revisions to the transportation planning regulations to “promote more effective regional planning by States and metropolitan planning organizations (MPO)”.
- Metropolitan Planning Area (MPA) boundaries must include the **entire** Urbanized Area (UZA) and contiguous area expected to become urbanized within 20 years.
- US DOT indicates the “MPA is the basic geographic unit for metropolitan planning” and this regulation will “ensure that planning activities consider the entire region of the urbanized area consistently”.



# MPO Planning Area Reform NPRM

- USDOT is attempting to “right-size” metropolitan transportation planning, unify planning products by each MPA, and create clear lines of communication, responsibility and processes, especially where multiple MPOs are designated within a single MPA.
- The NPRM requires States and MPOs to consider the boundaries of the MPO and to merge or redraw limits of MPOs to cover the entire UZA and it’s 20 year forecasted planning area as deemed appropriate.
- An exception clause allows multiple MPOs to be designated within a single MPA if the Governor and MPOs determine that the size and complexity of the area make multiple MPOs appropriate.



# MPO Planning Area Reform NPRM

- If multiple MPOs serve common MPAs they must jointly prepare the following unified planning products:
  - a single metropolitan transportation plan for the entirety of the MPA,
  - a single transportation improvement program (TIP) for the entirety of the MPA, and
  - a jointly established set of performance targets for the entire urbanized area (MPA).
- The proposed rules also require:
  - metropolitan planning agreements to include coordination strategies and dispute resolution procedures between the States and the MPOs and, MPO to MPO for those sharing UZA boundaries.
  - Planning data to be consistent between States and MPOs.

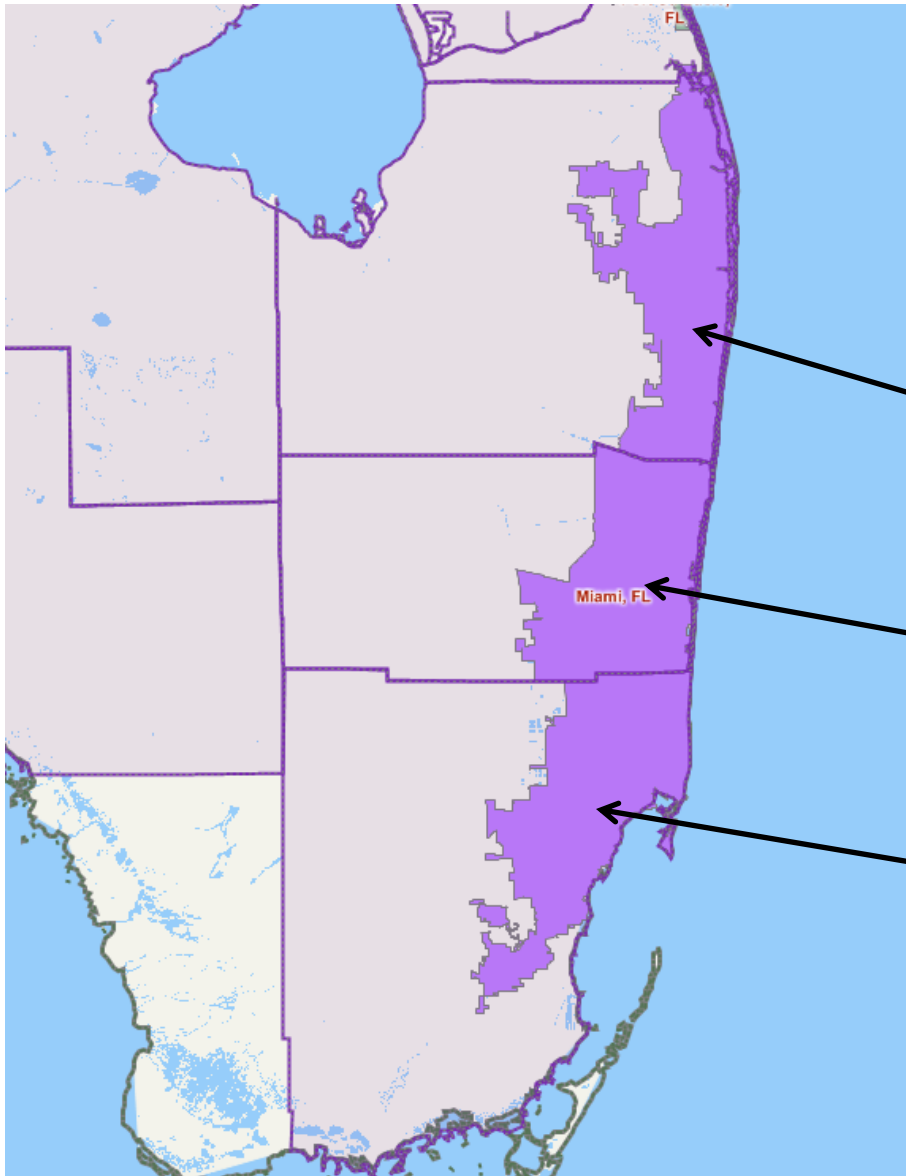




# **Regional Examples of Single UZAs with Multiple MPOs**







## Miami Urbanized Area

### Palm Beach MPO

MPO 2010 Population 1,318,571  
(21 voting members)

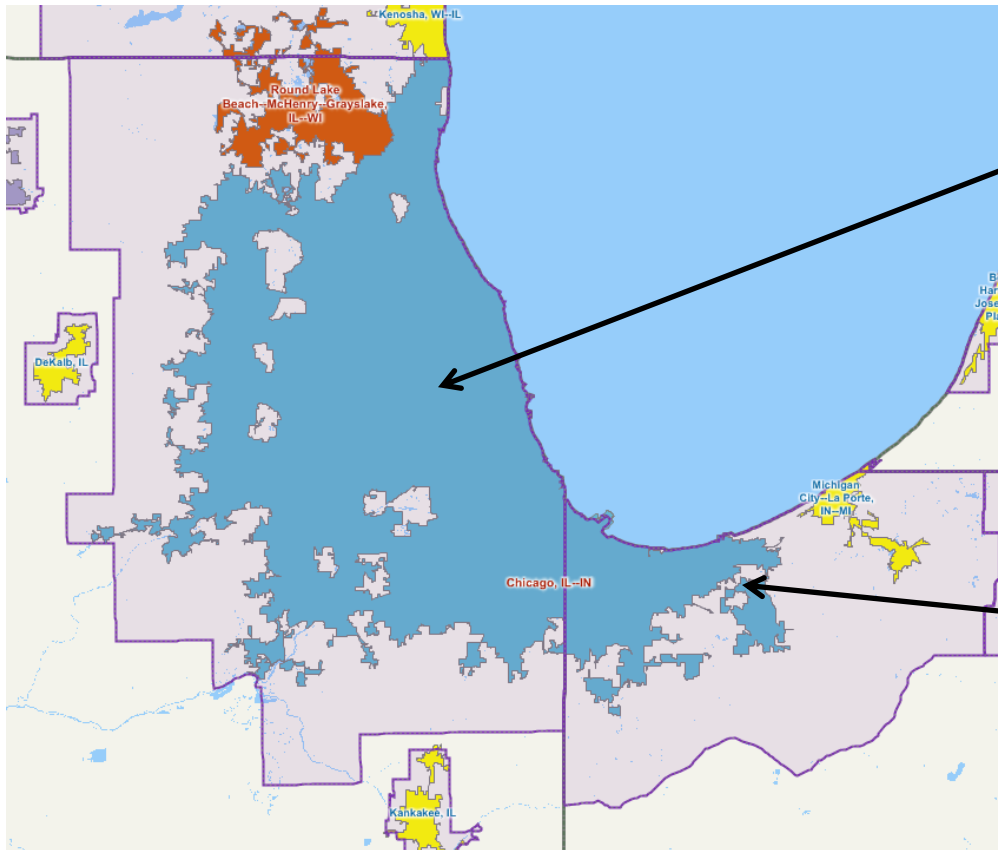
### Broward MPO

MPO 2010 Population 1,748,724  
(25 voting members)

### Miami-Dade MPO

MPO 2010 Population 2,492,108  
(23 voting members)





## Chicago Urbanized Area

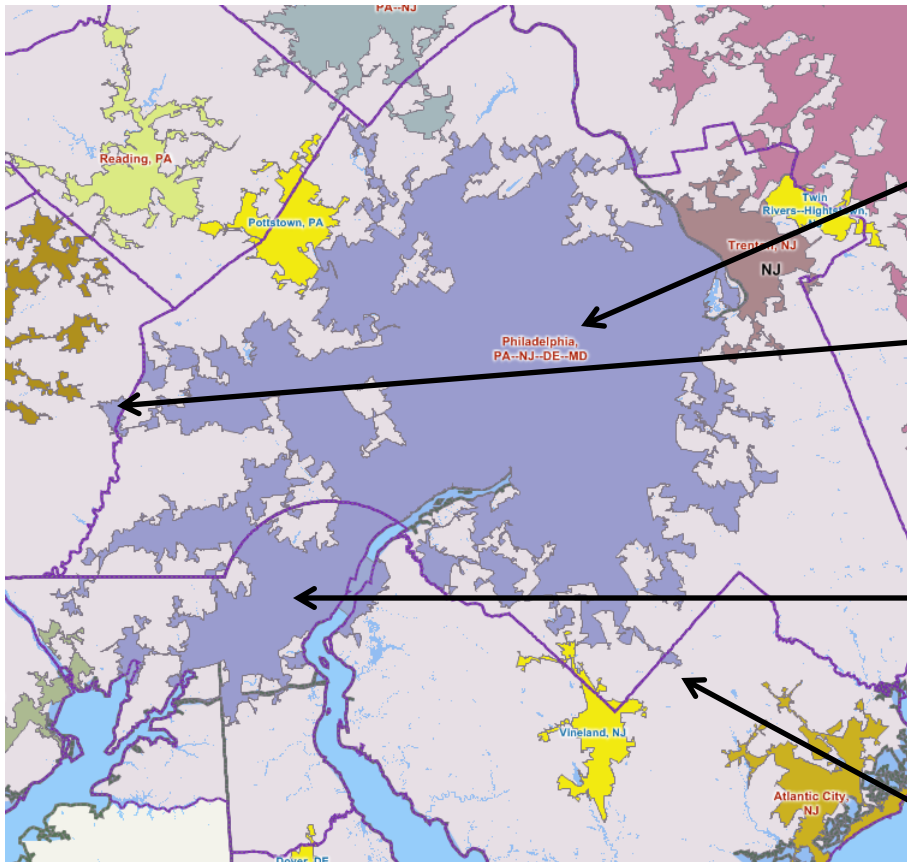
### Chicago Metropolitan Agency for Planning (MPO Policy Committee)

MPO 2010 Population 8,453,793  
(19 voting members)

### Northwest Indiana Regional Planning Commission

MPO 2010 Population 771,648  
(53 voting members)





## Philadelphia Urbanized Area

### Delaware Valley Regional Planning Commission

MPO 2010 Population 5,626,318  
(18 voting members)

### Lancaster County Transportation Coordinating Committee

MPO 2010 Population 519,430  
(22 voting members)

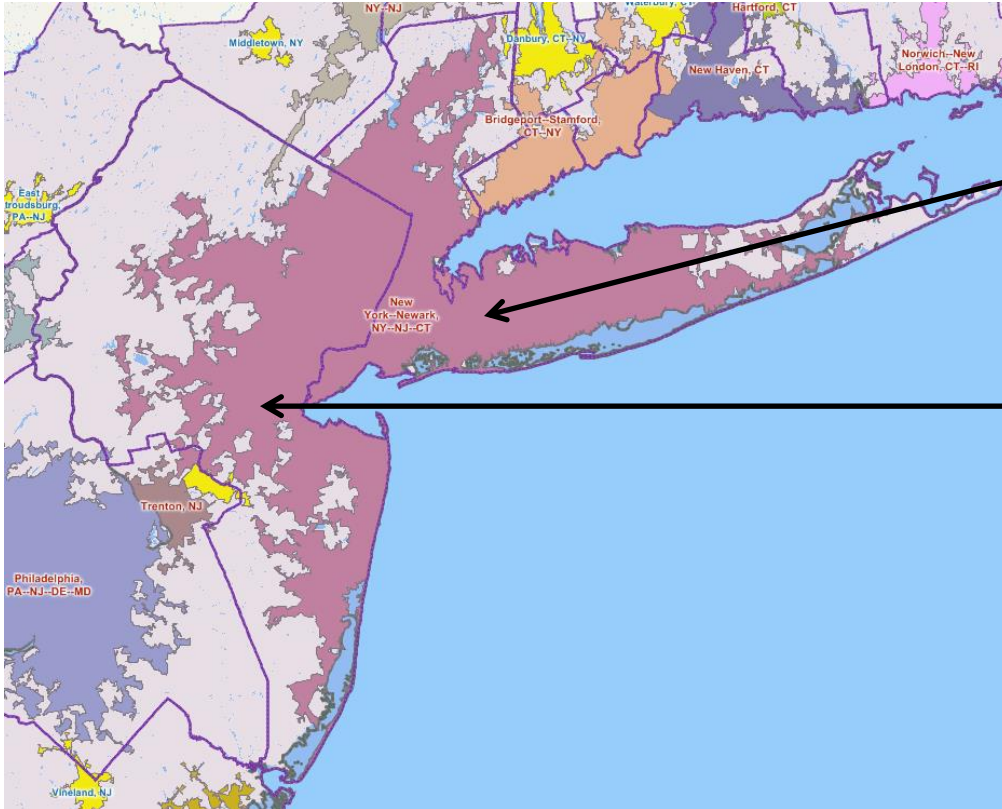
### Wilmington Area Planning Council

MPO 2010 Population 639,457  
(9 voting members)

### South Jersey Transportation Planning Organization

MPO 2010 Population 594,419  
(11 voting)





## New York City Urbanized Area

### **NYMTC - New York Metropolitan Transportation Council**

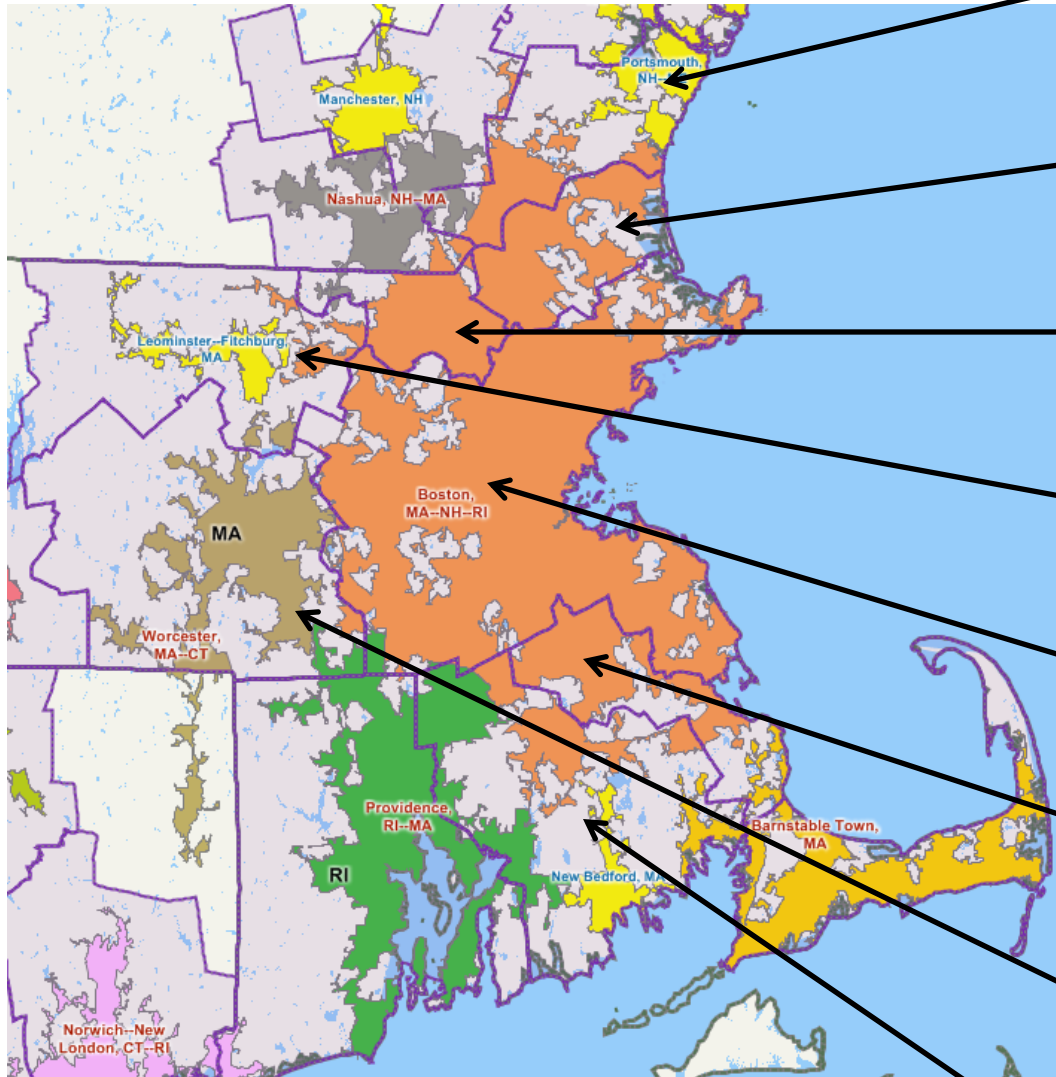
MPO 2010

Population 12,367,508  
(9 voting members)

### **NJTPA - North Jersey Transportation Planning Authority**

MPO 2010 Population 6,579,801  
(15 voting members)





**Boston Urbanized Area**

**Rockingham Planning Commission**

MPO 2010 Population 191,906  
(58 voting members)

**Merrimack Valley MPO**

MPO 2010 Population 333,357  
(10 voting members)

**Northern Middlesex MPO**

MPO 2010 Population 286,951  
(7 voting members)

**Montachusett MPO**

MPO 2010 Population 236,482  
(10 voting members)

**Boston Region MPO**

MPO 2010 Population 3,159,512  
(22 voting members)

**Old Colony MPO**

MPO 2010 Population 288,628  
(8 voting members)

**Central Massachusetts MPO**

MPO 2010 Population 556,910  
(10 voting members)

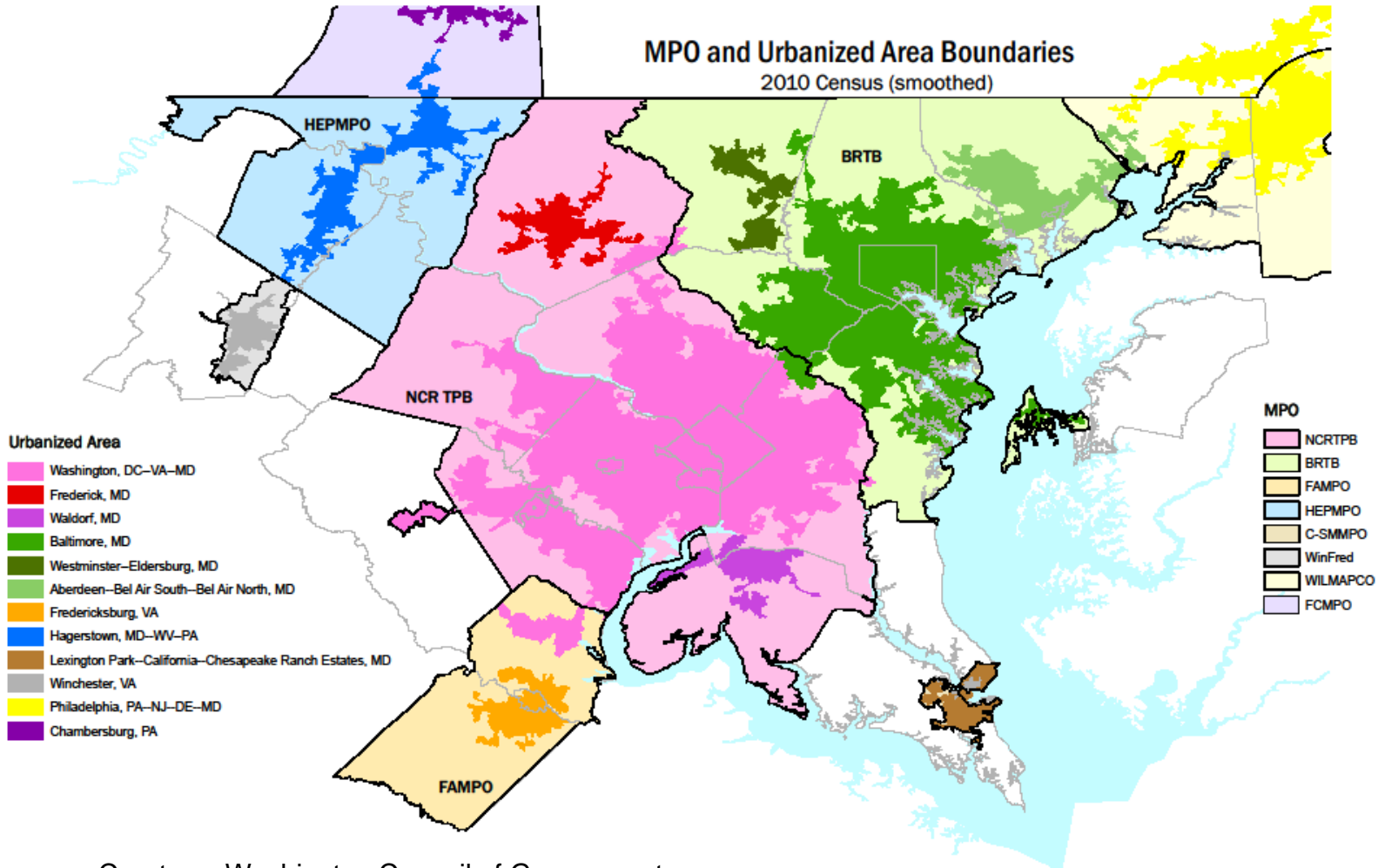
**Southeastern Massachusetts MPO**

MPO 2010 Population 616,689  
(12 voting members)



Baltimore Metropolitan Council

# Maryland MPAs and UZAs



Courtesy: Washington Council of Governments  
Baltimore Metropolitan Council



# MPO Planning Area Reform NPRM

- Implementation of these proposed coordination requirements and the proposed requirements for MPA boundary and MPO boundaries agreements will be phased in over 2 years.
- Comments on the proposed rules must be received on or before August 26, 2016.

