

A Quick MPO Overview for the Gainesville MTPO

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Why do MPOs Exist?

- Conflicts arise over Interstate plans

- Cities were bypassed
- Communities bulldozed, divided



- Cities (and counties) sought a voice

- Used existing regional advisory bodies

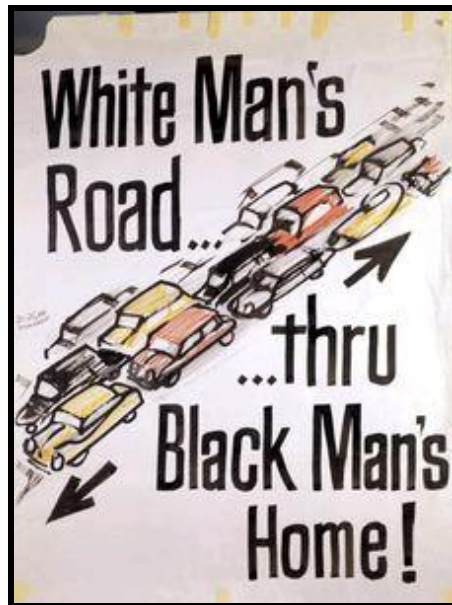
Growing Tension Over the Urban Interstate

- Different priorities → Conflict
- Proponents
 - Efficient movement of goods and people
 - Economic impact of project expenditures
 - Project completion
- Opponents
 - Adverse impacts on neighborhoods
 - Loss of valuable land
 - Urban traffic congestion

Civil Rights and Environmental Protection Reforms

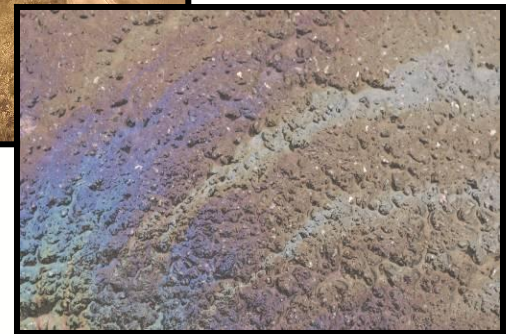
■ Civil Rights Act of 1964

- Mandated nondiscriminatory conduct in all federally-supported programs



■ The National Environmental Policy Act of 1969

- Mandated consideration of environmental impacts



The Creation of MPOs: The 1973 Highway Act

- Mandated MPOs for urban areas of over 50,000 in population
- Required MPOs to approach transportation planning in a multi-modal manner
- Allocated funds from the Highway Trust Fund for the purpose of funding the planning activities of these MPOs
 - PL funds

What are MPO Responsibilities?

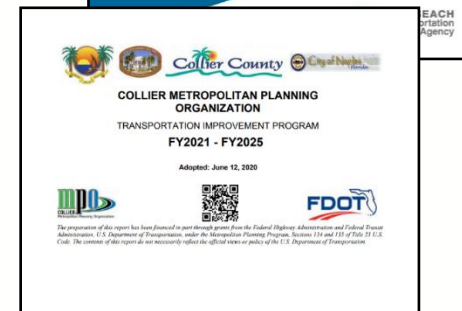
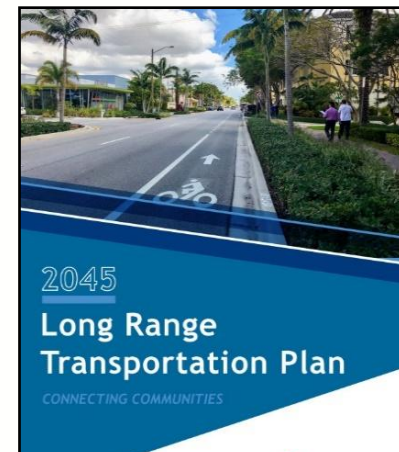
- Manage the '3-C' decision-making process
 - Continuing
 - Comprehensive
 - Cooperative
- Leading metropolitan transportation planning
- Coordinating transportation programming

What is the MPOs Role for Federal Funds?

- MPOs have specific planning and programming authority for federal funds
- Federal transportation funds can be spent in an area covered by an MPO if:
 - The funding is identified in the MPO Long Range Transportation Plan (LRTP)
 - The funding appears in an MPO Transportation Improvement Program (TIP)

AND

 - The funding appears in the Statewide Transportation Improvement Program (STIP)



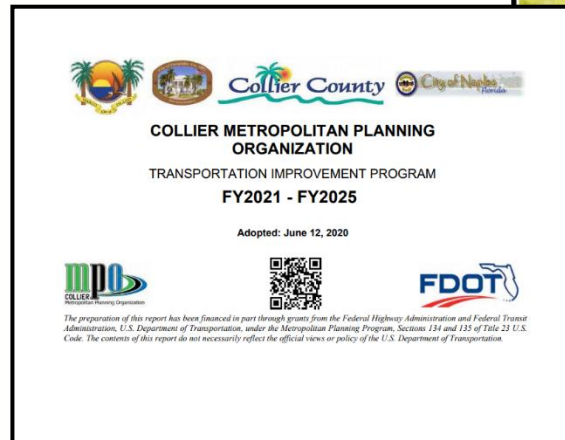
Planning vs. Programming?

■ Planning

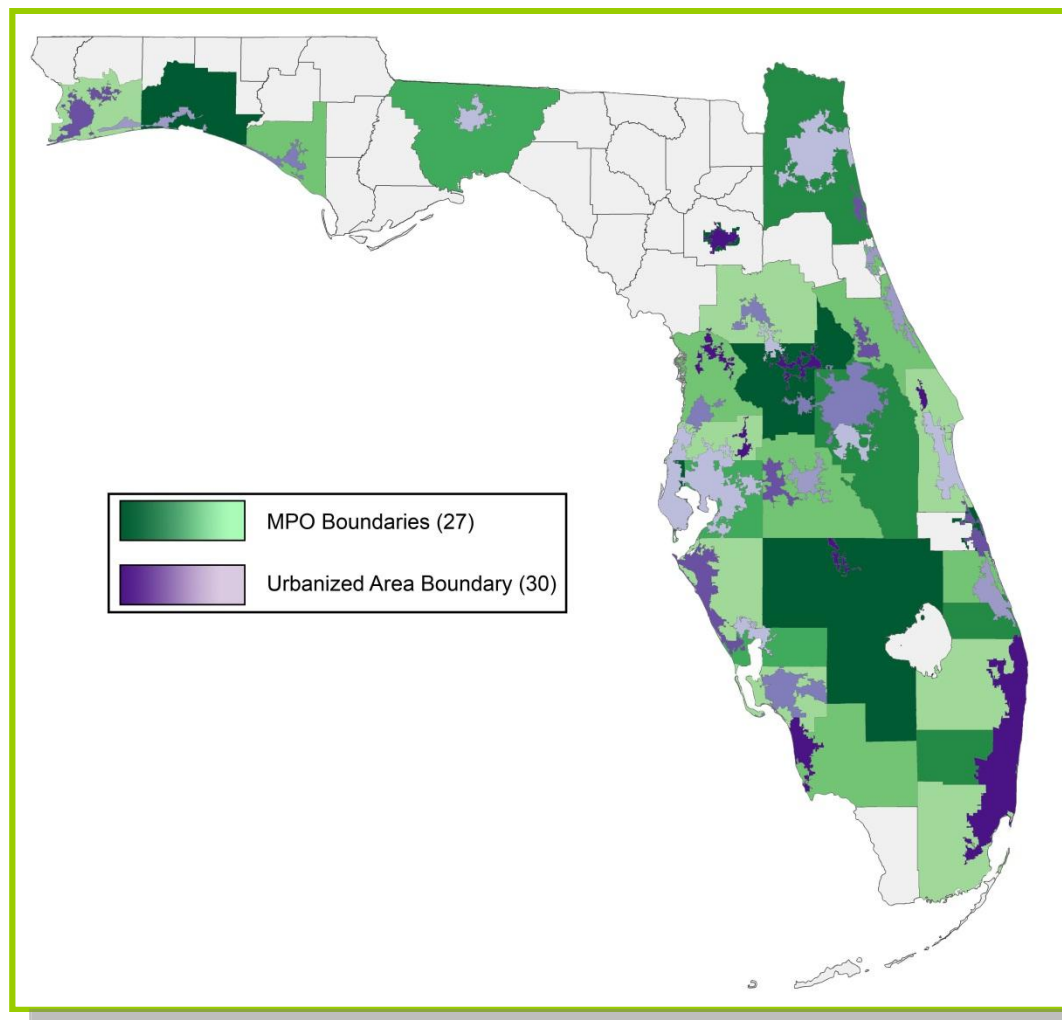
- Setting a strategy for meeting a need and/or achieving a desired outcome

■ Programming

- Scheduling work and assigning available funds to implement planned projects/activities

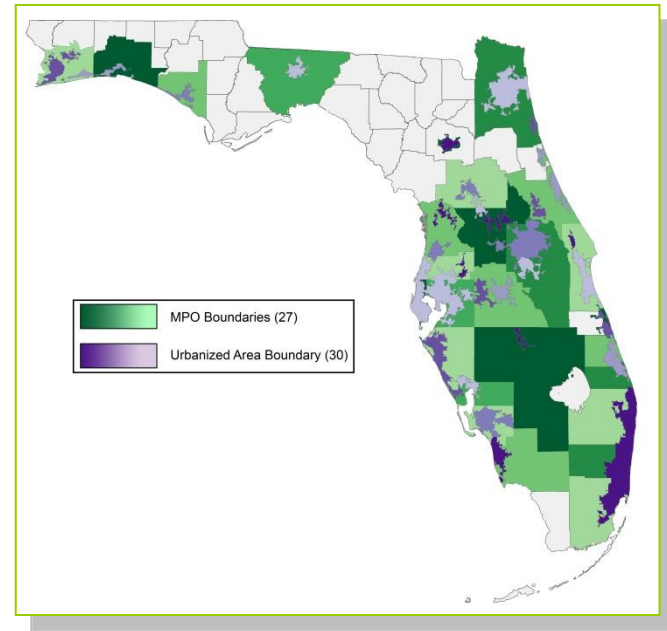


Where are MPOs?



Urbanized Areas v. MPO Planning Areas

- Separate urbanized areas historically functioned separately economically
- As urbanized areas grow together, economic impacts follow
- Some areas with more than one urbanized area and/or MPO are planning as “regions”
- Examine what MPO Planning Boundary makes sense in terms of the economy and regional transportation issues
 - Required following every Census



Who is the MPO?

- Board members
 - Representing counties, municipalities and modal providers
- Committee members
 - Technical committee
 - Citizens committee
 - Other committees
- MPO staff
- Public/Stakeholders



Who is on the MPO Board?

- MPO governing board membership in TMA areas is to include three groups of individuals:
 - 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.”
 - “appropriate State officials”

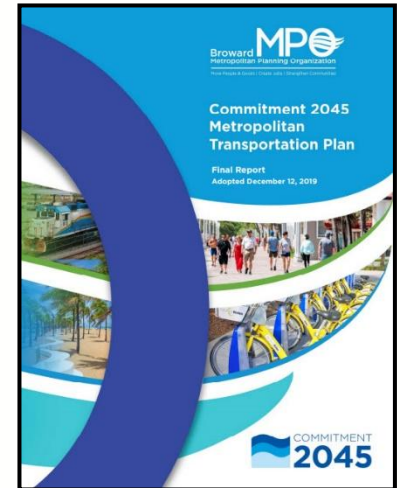


What is the Role of the MPO Board?

- To set the big-picture framework for transportation decisions
 - Vision
 - Goals
- Make planning and programming decisions
 - Direct authority for MPO plans and programs
 - Discussing and vetting other agency planning and programming decisions

What are Required MPO Products?

- Long Range Transportation Plan
- Transportation Improvement Program
- List of Priority Projects
- Unified Planning Work Program
- Public Participation Plan
- Congestion Management Process



Product Requirements – LRTP

■ Long Range Transportation Plan (LRTP)

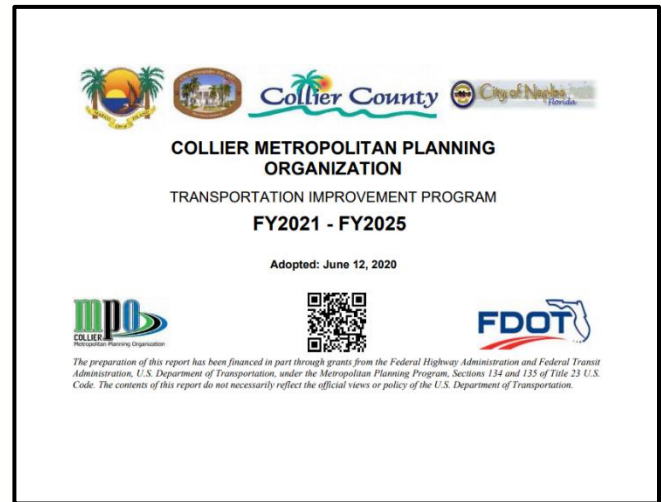
- At least a 20-year horizon
- Updated at least every 5 years
- Affordable with reasonably-expected resources
- Performance-based



Product Requirements – TIP

■ Transportation Improvement Program (TIP)

- Covers a period of 5 years
- Updated annually
- Affordable with reasonably-expected resources
- Performance-based



What Else Can MPOs Do?

- Corridor
- Sub-Area
- Freight Movement
- Economic Impact
- Safety/Crash
- Intersection Operations
- Access Management
- Civil Rights/EJ
- Intelligent Transportation Systems (ITS)
- Origin-Destination (O-D)
- Sociocultural
- Transit
- Land Use
- Bicycle/Pedestrian
- Greenway
- Transportation Demand Management (TDM)
- Operations & Management (O&M)

Questions?

