



Future Demands on Interstates

A Briefing on the Role of Metropolitan Planning Organizations (MPOs) in Predicting and Programming for Future Demands on Interstates

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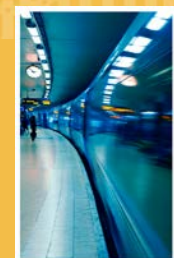
Purpose

- What is an Metropolitan Planning Organization (MPO)?
- MPO requirements
- Relationship of MPOs to the larger picture of transportation planning
- Relation to Section 6021 (Future Interstates Study) of the Fixing America's Surface Transportation (FAST) Act of 2015



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
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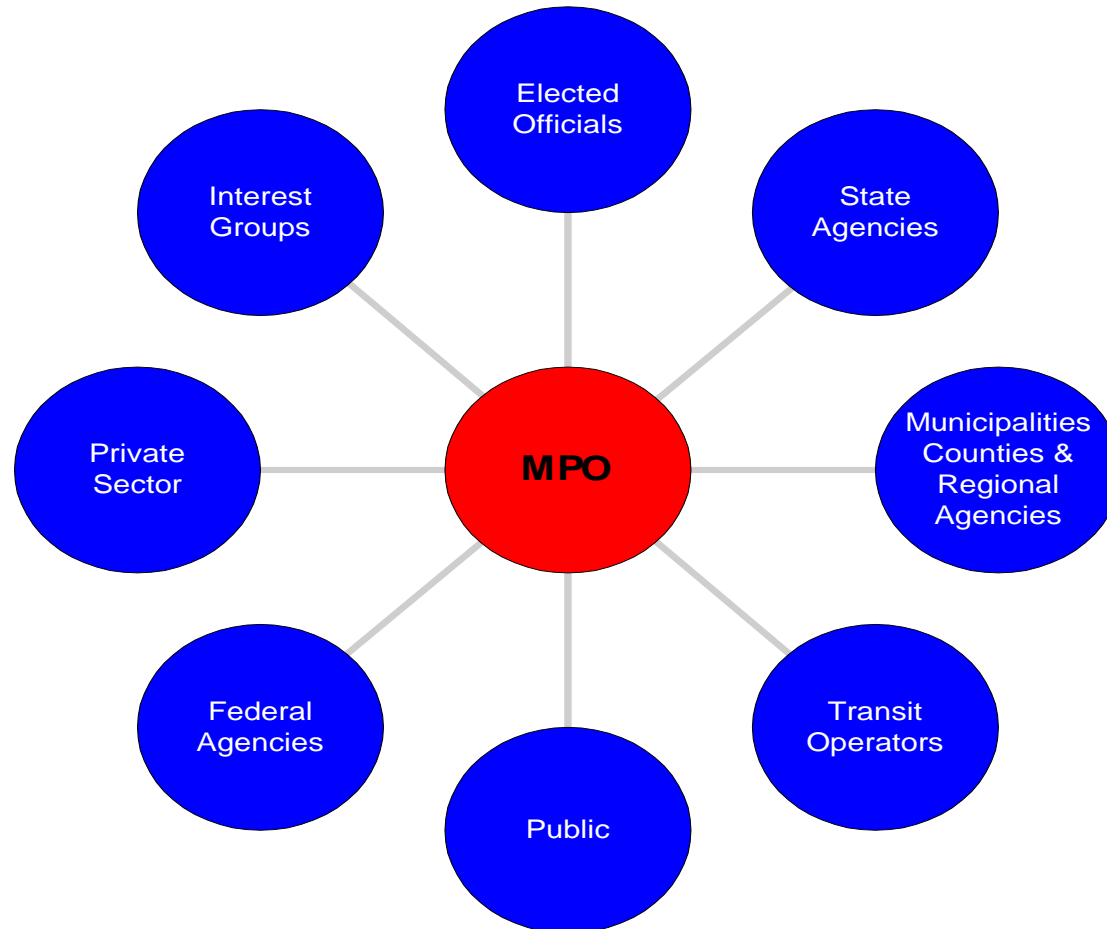
What is an MPO?

- The history of MPOs...

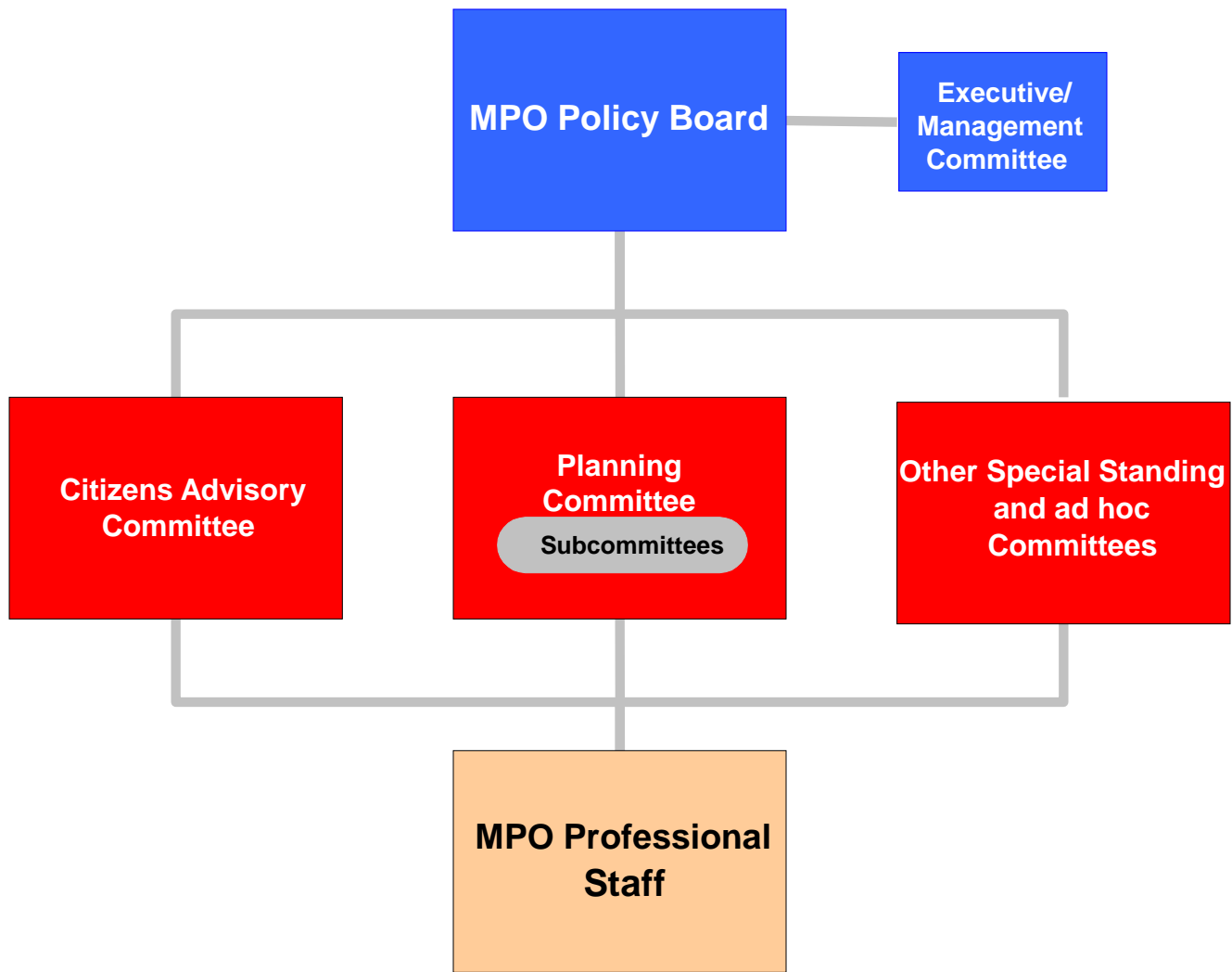
- In 1964, Congress stipulated that metropolitan areas had to have a transportation planning process that was comprehensive, cooperative, continuing (3C)
- In 1973, Congress created a home for the 3C process, the Metropolitan Planning Organization, which was required to bring local officials into decision making
- In 1991, ISTEA gave MPOs more authority and changed the way we do planning
- 2016 Fixing America's Surface Transportation Act (FAST Act)



Who is the MPO?



“Typical” MPO Governance Structure



MPO Federally Required Products

- Long Range Transportation Plan (LRTP)
 - Goals, Objectives, Actions
 - 20+ years, Fiscally Constrained
 - Transportation Improvement Program (TIP)
 - 4+ years, Projects to implement the LRTP
 - Unified Planning Work Program (UPWP)
 - Tasks to accomplish planning activities
 - Participation Plan
 - Communication with the public(s) and key affected groups
 - Environmental Justice/Limited English Proficiency
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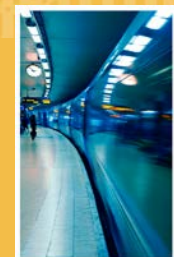
MPO Federally Required Products

- 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
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Section 6021 of FAST Act – Future Interstates Committee

- Methodologies: “intergovernmental roles”
- Considerations: “future demands on transportation infrastructure determined for nation planning purposes, including commercial and private flows to serve future economic activity and growth”
- Same mission as Metropolitan Planning Organizations (MPOs)



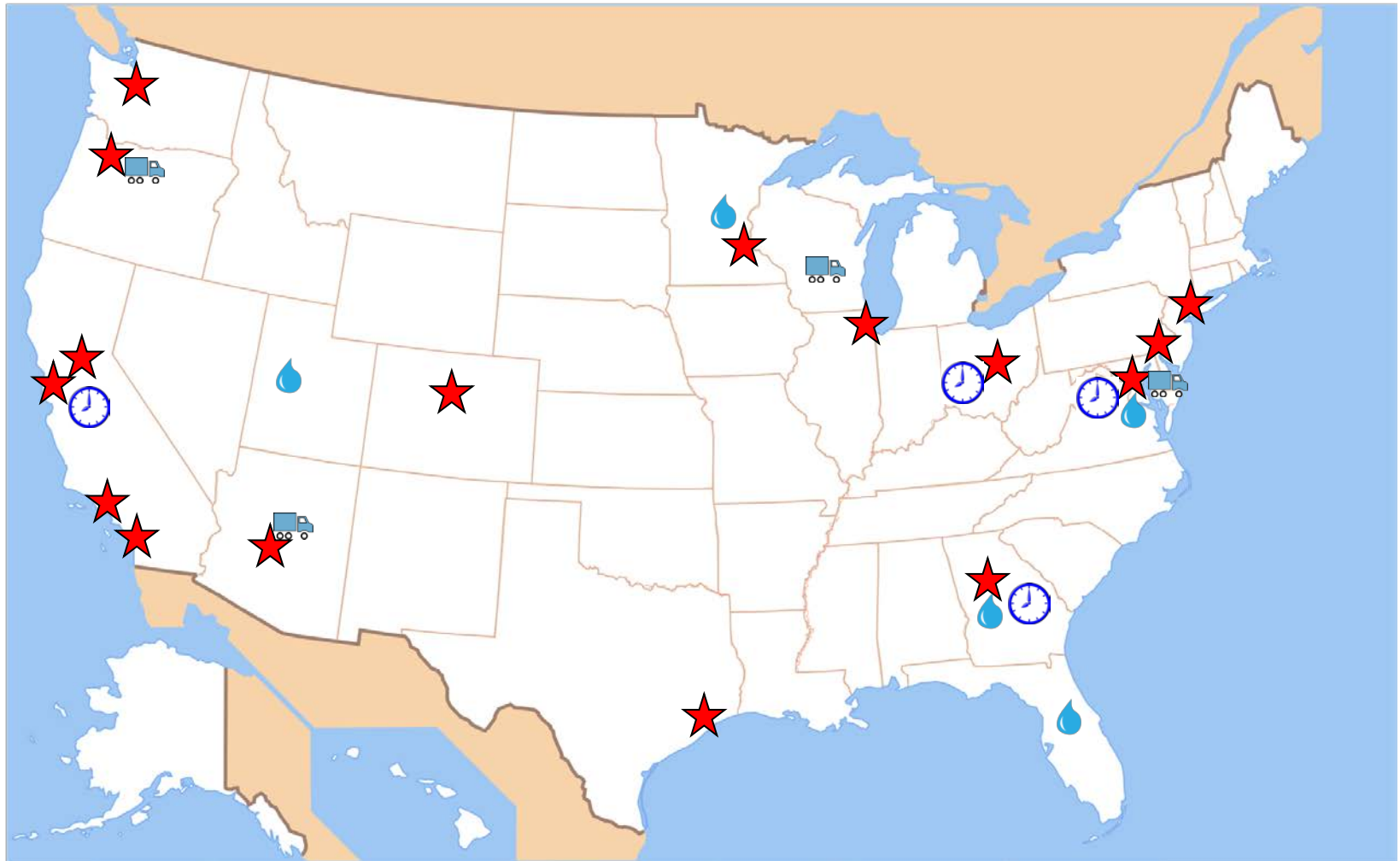


Review of Past Committee Briefings

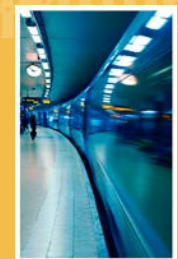
- September 2016
 - FHWA Administrator Greg Nadeau – Megaregions
 - Ross Crichton – FHWA- 2013 Report to Congress – Interstates Part of Larger Transportation Network
 - December 2016
 - Tianjia Tang – FHWA – Travel Demand Forecasting
 - Christopher Caplice – MIT – Freight Flows/Trends
 - Darnell Grisby – APTA – Changing Housing Patterns
 - Peter Sweatman – CAVita – Challenges: Safety, Mobility, Environmental
 - Alan Pisarki – We are a Large Metro Nation
 - Robert Lempert – RAND – Scenario Planning
 - Brian Watts – Florida Statewide Transportation Plan
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MPOs and Travel Demand Model Innovations



- ★ Advanced Activity Based Models – Simulating All Person Trips Instead of Just Generic Home-Work
- 🚚 SHRP2 – C20 Freight Behavior Based Modeling
- 🕒 SHRP2 – C10 Fine-Grained, Time Sensitive Network
- 💧 SHRP2 – L04 Reliability in Simulation and Planning Models



MPOs and FHWA/FTA Performance Measures

- MAP-21 Required Performance Measures – Targets
 - Safety – Fatalities/Injuries – Interstates/National Highway System
 - Infrastructure Condition – Pavement/Bridge Condition
 - Congestion/System Reliability
 - Freight Movement
 - Environmental Sustainability
 - Transit Asset Management
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Want More Information?

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