

# Introduction to MPOs

# Purpose and Tasks

- Transportation Planning
  - Cooperative, Comprehensive, and Continuous
  - Interagency/Intergovernmental coordination
  - Hear all voices
  - The wise investment of public dollars
- Long-Range Transportation Plan
  - Establishes vision, goals, and objectives for regional transportation
  - Identifies projects
    - Federal funding eligibility
- Transportation Improvement Program (TIP)
  - Schedules LRTP projects for construction or implementation
- NOT Construction or Implementation
  - Rely on cooperation from partners to get things built and implemented



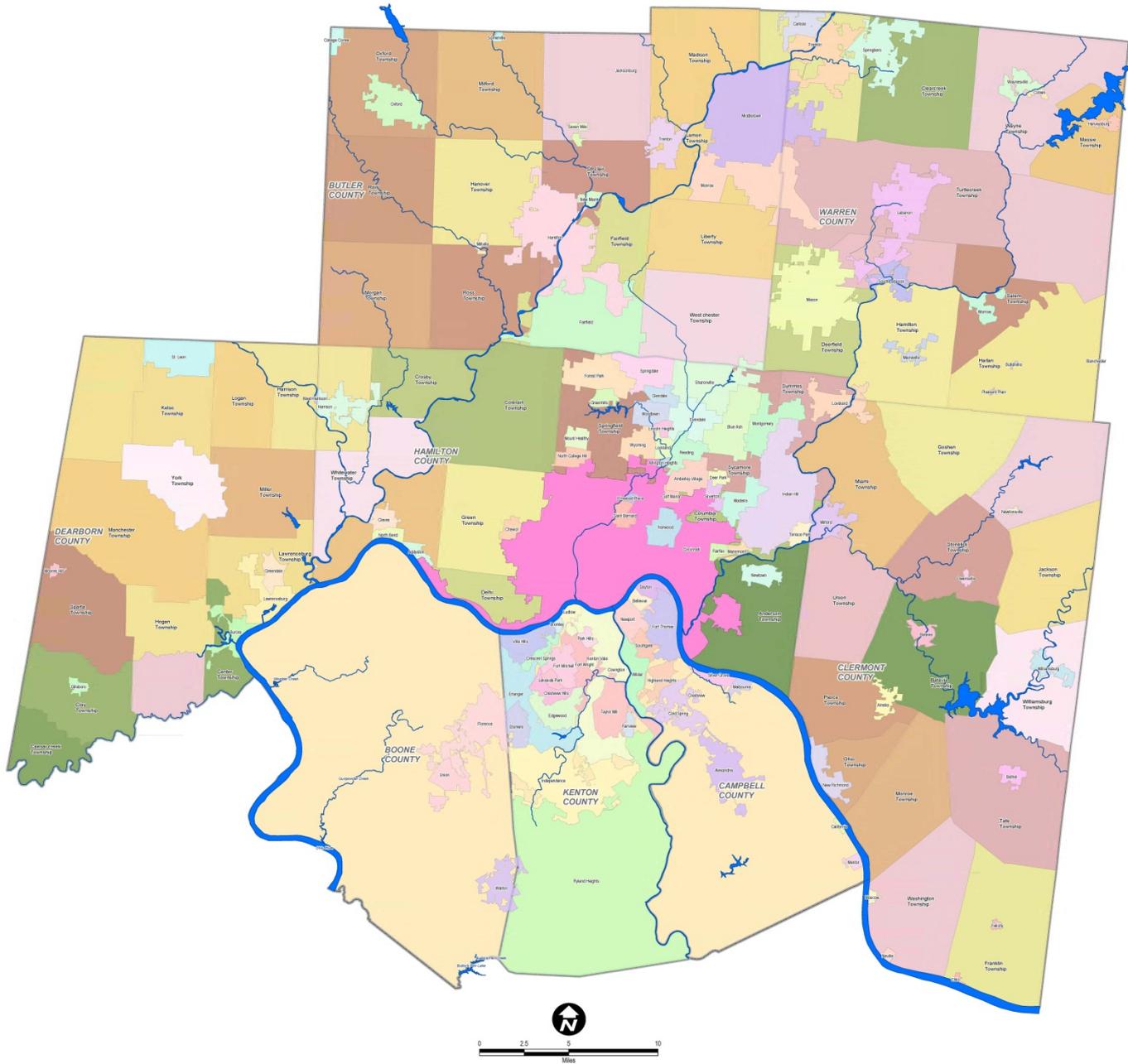
# 1950's

- Development of Regional Planning
  - Planning is still young
    - There are excesses and mistakes
    - Planning is often very narrow and technical
    - Consequences of choices often not fully understood
    - “Ivory tower planners” are often derided for being preoccupied with potential complications
- Growth of suburbs and urban sprawl increases scale and complexity of regional problems
  - Existing govt. structures are inadequate to deal with issues
  - Feds begin to require Councils of Governments in major urban areas
    - Committees that use “scientific” techniques to gather and evaluate data and make recommendations

# Cypress Freeway, Oakland, CA



# OHIO KENTUCKY INDIANA REGIONAL COUNCIL OF GOVERNMENTS POLITICAL JURISDICTIONS



# The 1960's

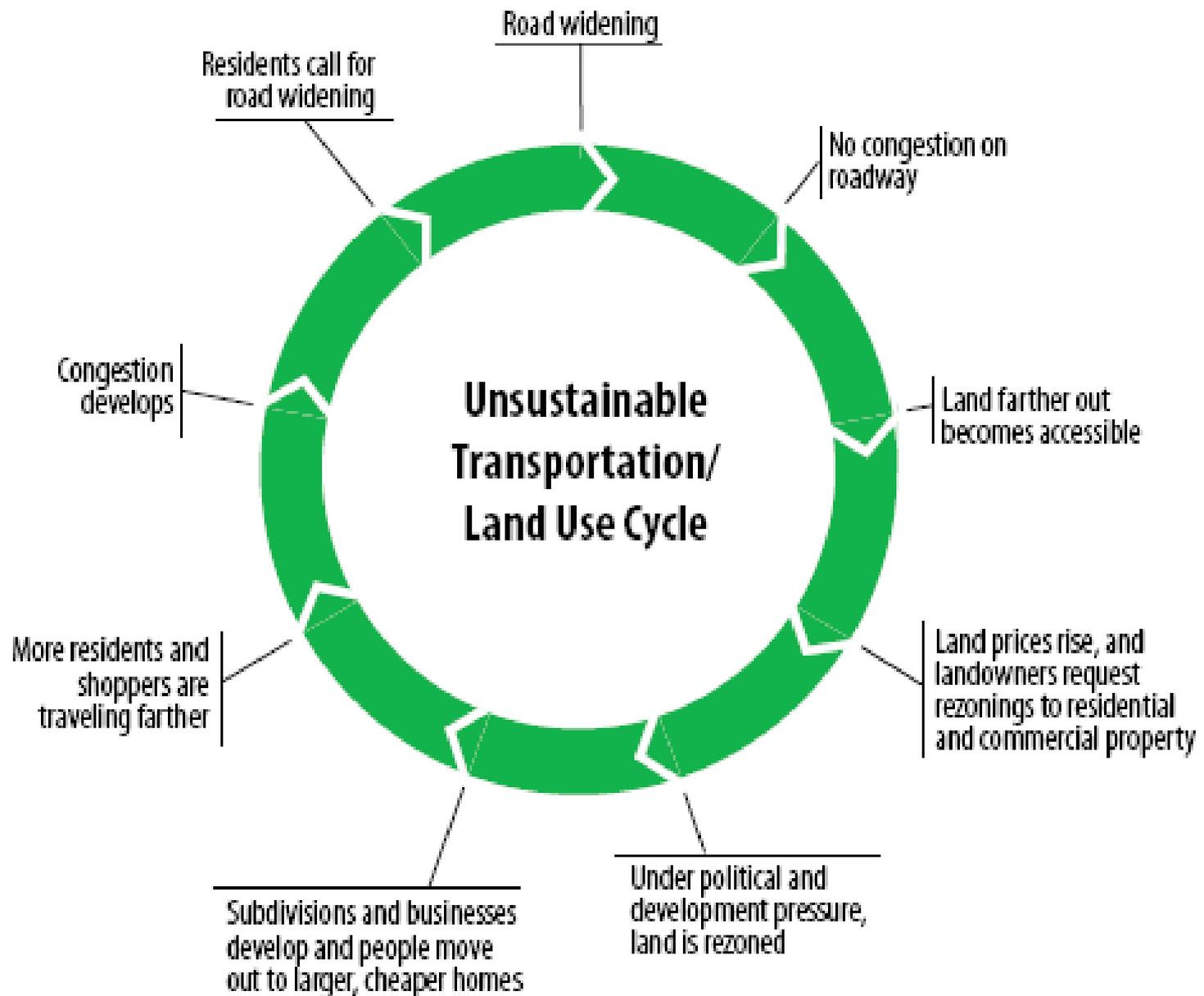
- Legal frameworks of regional planning
  - Section 701 of 1954 *Housing Act* gives grants to COGs to promote cooperation in regional planning
  - 1962 *Federal-Aid Highway Act* created the Federal requirement for urban transportation planning
    - **Continuous, comprehensive, and cooperative (3-C)**
  - 1964 *Urban Mass Transportation Act* provides Federal aid for planning and development of mass transit systems
  - 1965 *Housing and Urban Development Act* broadens Section 701 to support regional transit planning
  - 1966 *Demonstration Cities and Metropolitan Development Act* requires all applications for federal planning aid to be submitted to an area-wide planning agency for review to ensure applications are consistent with regional plans and other Federal aid projects
  - 1966 *Federal Highway Act* provided protections for historic buildings and natural resources
  - 1969 *Environmental Policy Act* requires EIS's

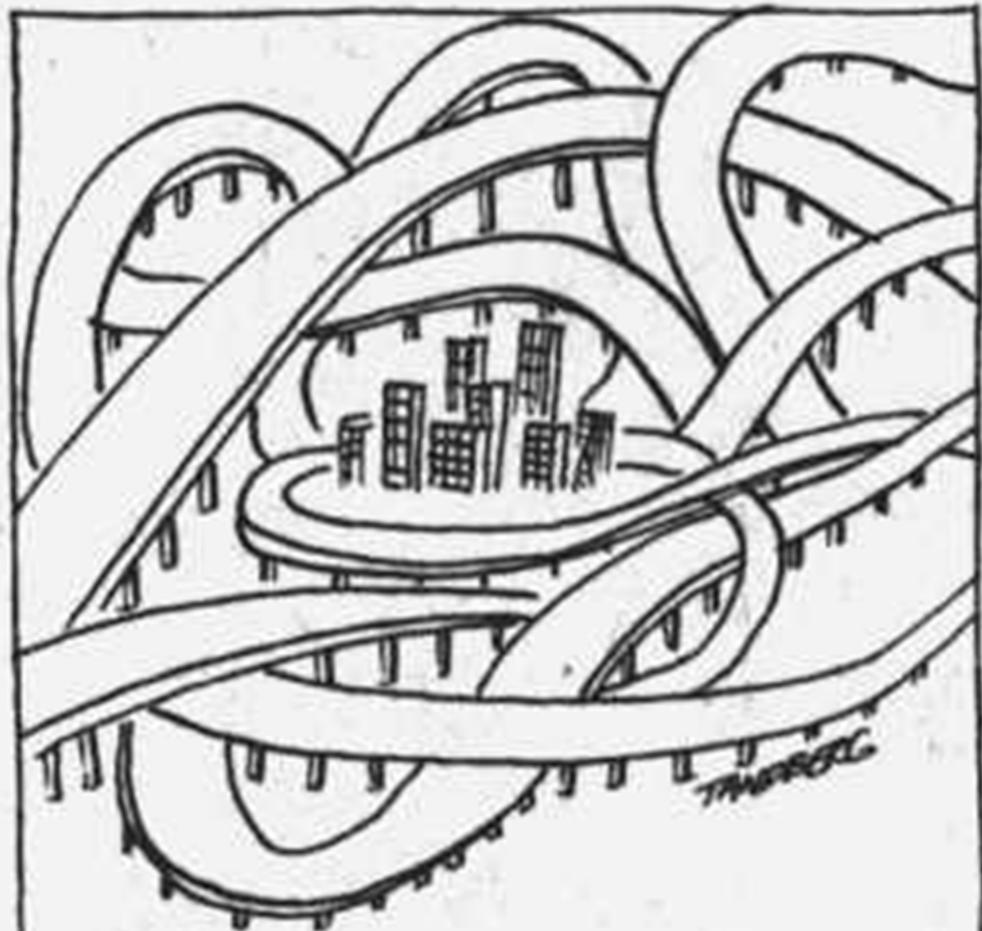
# Implementation of the 3-C Process

- Done through the Bureau of Public Roads (BPR), which is closely allied with State DOT's.
  - The 3-C process is seen as a disruptive force, threatening established policies, procedures, commitments and systems of decision-making.
  - Stands in the way of "build it now" attitude
  - Transportation Planning, as done by DOTs, is largely based on accommodating peak demand
    - Wider, straighter, faster
  - In response, BPR interprets 1962 Act in a way that allows DOTs to circumvent or pay only lip-service to cooperative planning process

# 1970's

- Projects face increasing opposition from people concerned about the environment, funding, justice, and cost
- Building highways in sparsely populated areas is easy; building in urban areas is hard
- BPR use to be able to use technical expertise to outflank opposition, but advocacy planners now lend their expertise to the opposition
- We realize we cannot build our way out of congestion
  - Demand always rises to meet capacity
- We begin to question the long-held gospel that progress is tied to the automobile





THE PROPOSED FREEWAY TO REMOVE  
THE BOTTLENECK CREATED BY THE  
PREVIOUS PROPOSED FREEWAY TO  
REMOVE THE BOTTLENECK  
CREATED BY ...

# MPOs Are Born

- 1973 Highway Act
  - Congress creates mandate for Metropolitan Planning Organizations (MPOs) to help build regional agreement on transportation investments and lead to more cost-efficient solutions (i.e., better decision-making)
    - Dedicated funding from Federal Highway Trust Funds
    - Required for any urban area of 50,000 people or more
- Final rules governing MPOs are issued in 1975
  - Developed jointly by FTA and FHWA

# MPOs Must...

- Use the 3-C planning process
- Include elected officials from local governments
  - MAP-21 adds public transportation operators
- Involve the public in the decision-making process
- Develop a Long-Range (25 year) Transportation Plan
  - Vision, goals, objectives and the projects to achieve them
  - A project must be in the plan to be eligible for Federal transportation funding
- Develop a Short-Range (4 year) Transportation Improvement Program (TIP)
  - A schedule of projects from the LRTP
  - We publish a status report of projects twice a year
- Develop a work plan for the agency
- All documents must be approved by local agencies before Federal funding can be awarded



# 1991 Intermodal Surface Transportation Efficiency Act (ISTEA)

- Emphasizes the needs of people, not automobiles
- Increases MPO funding
  - Expands authority to select projects
  - State officials, for the first time, are required to seriously consult with local reps and MPO governing boards
- Considers transportation as part of a larger system of issues and needs
  - Environment, energy, social equity

# Establishment Dates of MPOs

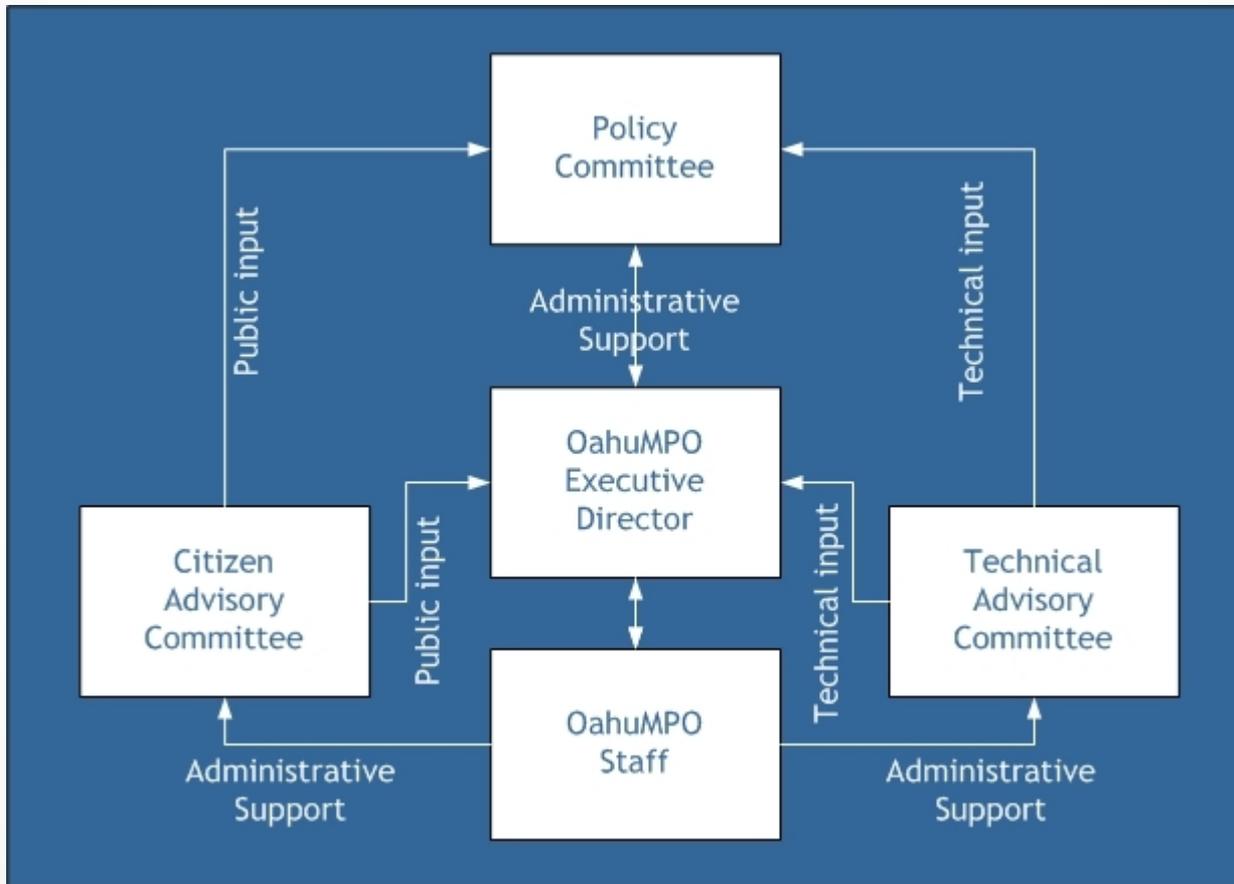
Decade of Establishment	Number of MPOs	% of MPOs
Pre-1970	56	15%
1970's	173	45%
1980's	84	22%
1990's	32	8%
2000's	40	10%
Total	385	100%

\*As of 2010 Census, Kahului as reached 50,000 urban population and qualifies for an MPO

# MPOs Today

- Comprehensive
  - Demonstrate consistency of transportation plans with other plans
  - Consider not just transportation goals, but environmental goals, public health goals, equity goals, commercial goals, public safety goals, etc.
- Coordinated
  - Involve all levels of government and the public
    - Including community-based organizations
      - Hear every voice
  - Develop consensus early in a project
    - Reduces resistance and problems later on

# OahuMPO Structure



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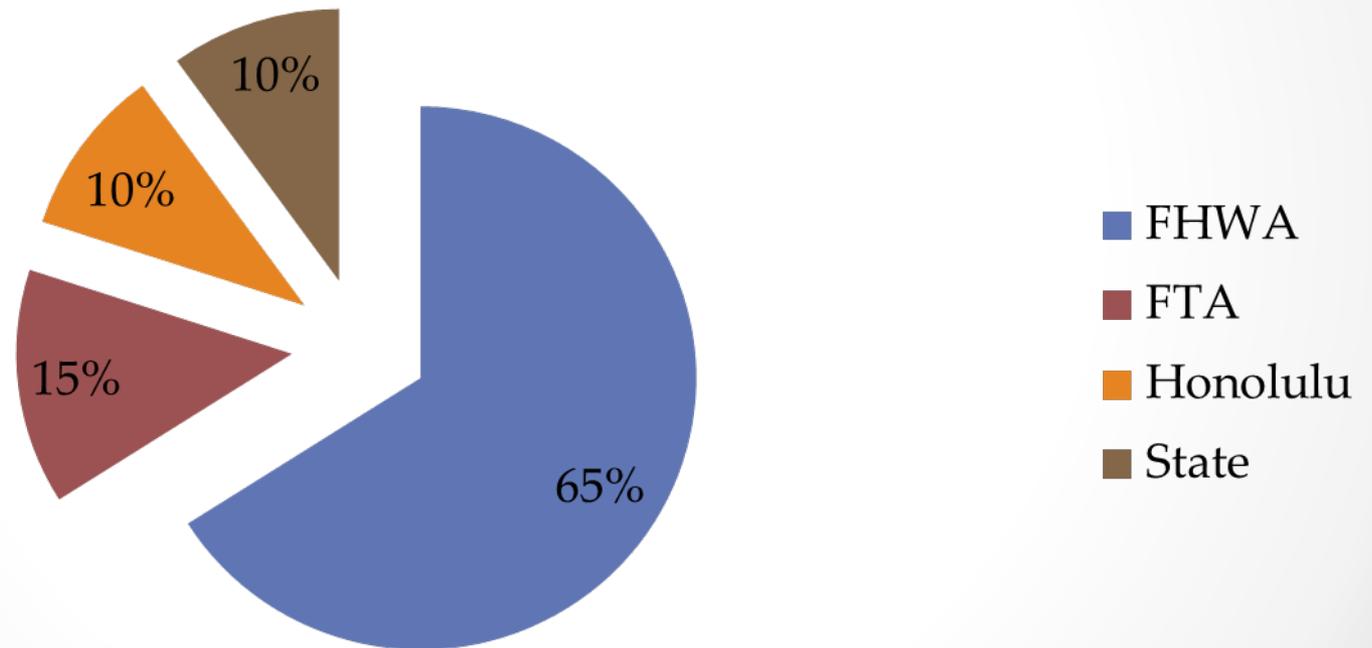
- Policy Committee
  - Thirteen members
    - Five City Council members (appointed by Council Chair)
    - Three members of the State Senate
    - Three State House Representatives
    - State DOT Director
    - Director of the City department assigned primary responsibility for transportation planning
- Technical Advisory Committee
  - Two members from HDOT
  - Two members from DBEDT (one from Office of Planning)
  - Two from DTS
  - Two from DPP
  - Non-voting members
    - Director of Hawaii Transportation Association
    - UHM faculty with background in transportation or city planning
    - One from FHWA
    - One from FTA
    - One from FAA

# OahuMPO Structure

- Citizen Advisory Committee
  - Representatives from non-governmental organizations, including Neighborhood Boards, with an interest in transportation issues and development on Oahu.
    - Currently 75% of Neighborhood Boards are represented
    - 43 organizations in total, including:
      - Committee for Balanced Transportation
      - Land Use Research Foundation
      - AARP
      - American Society of Civil Engineers
      - E Noa Corporation
      - Hawaii Bicycling League
      - Hawaii Teamsters and Allied Workers, Local 996
      - Hui Kupuna VIP
      - Institute of Transportation Engineers
      - League of Women Voters
      - Mestizo Association
      - North Shore Chamber of Commerce
      - Palehua Townhouse Association
      - Tax Foundation of Hawaii
      - Waikiki Residents Association
      - American Planning Association Hawaii
      - Castle & Cooke Homes Hawaii
      - Citizens for a Fair ADA Ride
      - Hawaii Centers for Independent Living
      - Leeward Oahu Transportation Management Association
      - Pacific Resource Partnership

# MPO Funding

## OahuMPO



# Transit-Oriented Development

- Land-use and transportation are two sides of one coin
  - OahuMPO does not do land-use planning, but tries to encourage transportation investment that compliments land-use plans
- The Vision and Goals of the Oahu Regional Transportation Plan (ORTP) compliment TOD
  - Protect environment; air and water quality
  - Reduce SOV and auto-dependency
  - Provide efficient, convenient, cost-effective transit service
  - Support economic development and vitality
  - Optimize transportation resources
  - Manage Congestion
  - Conserve energy
  - Reduce greenhouse gas emissions
  - “Support land use development policies, such as TOD, that capitalize on the efficient use of the transportation system and reduce vehicular trip-making and vehicle miles traveled.”

# Changes in MAP-21

- Performance-Based Planning
  - Data, data, data
  - If HART sets performance goals, OahuMPO is required to adopt them as part of its planning process
- Operators of public transportation are required to be voting members on our Policy Committee
  - If on the Policy Committee, should also be represented on TAC

# MPO Summary

- Regional Transportation Planning and Programming
  - But can do more
  - Vision, goals, objectives and the projects to reach them
- Integrate transportation planning with other long-range planning
  - Comprehensive, coordinated planning
    - It's about more than just moving cars
- Locally driven decision-making
  - Hear all voices
- Consensus building by nature
  - Interagency/Intergovernmental cooperation
    - The UN of local governments
  - The wise investment of public dollars
- Good planning makes design and construction easier
  - Our goal is not to stand in the way of progress, but to help do it right



# Contact Information

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Mahalo!

# MPO Governance

Seat Type	% with this Seat Type	Avg. Number of Seats
Municipal Elected Officials	94.0%	6.8
County Commissioners	81.2%	2.9
State DOT	64.7%	0.9
Public Transit Agency	45.1%	0.6
Not Reserved	39.1%	1.7
Countywide Elected Official	30.1%	0.9
Regional Council	19.5%	0.2
Gubernatorial Appointee	17.3%	0.3
Aviation Authority	13.5%	0.2
Seaport Authority	12.0%	0.2
Private Sector	9.0%	0.3
Toll Authority	9.0%	0.1
School Board	6.8%	0.1
Tribal Government	6.0%	0.2
College or University	5.3%	0.1
Military	3.0%	<0.1

# MPO Advisory Committees

Type of Committee	Total	% of MPOs
Technical Advisory	121	91%
Bicycle & Pedestrian	59	44%
Citizen Advisory	54	41%
Transit	32	24%
Transportation Disadvantaged	29	22%
Air Quality	27	20%
Congestion Management	25	19%
Land Use	13	10%
Freight	12	9%
Corridor Management	9	7%
Water	8	6%

# MPO Boundaries

Number of UZAs	Frequency	% of MPOs with this Type
One	89	73.0%
Two	20	16.4%
Three	8	6.6%
Four	2	1.6%
Five	3	2.3%
Total	122	

# MPO Employees

Population of Planning Area	Full-Time (mean)	Total (mean)	Total (median)	Max	Minimum
50K-100K	2.9	3.5	3	16	1
100K-200K	4.3	5.5	5	19	3
200K-500K	6.1	7.8	7*	20	2
500K-1,000K	12.6	14.8	13	33	6
>1,000K	41.1	47.1	37	121	9
All MPOs	11.7	13.7	6	121	1

# Staff Specialties

Specialization	% of MPO with this Specialty on Staff	Median Staff Size of MPOs with this Specialty
GIS	44.4%	9
Travel Demand Modeling	38.7%	12
Transit	36.3%	10
Bicycle & Pedestrian	30.6%	8.5
Public Involvement	25.0%	12
Traffic Operations	20.2%	10
Intergovernmental Relations	16.1%	8.5
Air Quality	15.3%	15
Safety	12.9%	10
Transportation Disadvantaged	12.1%	11
Freight	11.3%	15.5
Socio-cultural Impacts	4.0%	12

