MPO Coordination NPRM overview

Memphis Urban Area Metropolitan Planning Organization
August 25, 2016
Background

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are proposing revisions to the transportation planning regulations to promote more effective regional planning by States and metropolitan planning organizations (MPO).

The goal of the proposed revisions is to result in unified planning products for each urbanized area (UZA), even if there are multiple MPOs designated within that urbanized area. The purpose of the rulemaking is to:

1. Strengthen coordination of MPOs and States
2. Promote use of regional approaches to planning and decision making
3. Emphasize importance of regional perspective

• This rulemaking will impact 142 MPOs nationwide, including 5 MPOs in Tennessee i.e. Bristol, Chattanooga, Memphis, Kingsport and Johnson City. For Mississippi the impact is only on Memphis MPO and for Arkansas the impact is on West Memphis MPO.
• This rulemaking will impact around 40 States nationwide, including Tennessee, Mississippi and Arkansas.
Existing Planning Area of Memphis MPO and West Memphis MPO

Memphis-TN, MS & AR Urbanized area (census defined)
Total Pop: 1,060,061
TN Pop: 891,357
MS Pop: 128,310
AR Pop: 40,270
What it means for Memphis MPO and West Memphis MPO?

Option 1:
- 1 MPO for a single urbanized area – i.e. combining West Memphis MPO and Memphis MPO

Option 2:
- If MPOs are kept separately (as it currently is), then the 2 MPOs will have to develop one (1) set of plans for the entire area and get it approved by the 2 MPO Boards, this will include:
  • Single Regional Transportation Plan- RTP (Long Range Plan)
  • Single Transportation Improvement Program - TIP (Short Range Plan)
  • Single Unified Planning Working Program (UPWP)
  • Single set Performance Targets for the Tri-State region covering 2 MPOs
  • Working Agreement between 3 State DOTs and MPOs
1. Complexity in coordination with multiple entities i.e.
   - 7 federal agencies, (currently 4 federal agencies)
   - 3 State DOTs, (currently 2 State DOTs)
   - 5 counties (currently 4 Counties)
   - Multiple municipalities – currently 18, proposed around 21 municipalities, + other agencies

2. Potential impact on Air Quality analysis and approval process

3. Difficulty in consensus building and conducting meeting:
   - Anticipated board size to increase from 29 to at least 40
   - Getting plans approved by two MPOs will be extremely challenging
   - Could impact member attendance at the MPO meetings

4. Complexity in setting up single performance target with 3 States and multiple entities

5. Differing planning cycle for each MPO

6. Some potential benefits of this rule:
   - More efficient, regional and focused planning processes
Some other examples

Massachusetts
(9 MPOs impacted)

Florida
(22 MPOs impacted)
Tentative timeline

- **FALL 2016**
  - USDOT Publishes MPO Coordination Final Rule

- **2016-2018**
  - MPOs and State review MPA boundaries and regulatory provisions

- **FALL 2018**
  - MPOs comply with MPA boundary and MPO boundary agreement provisions

- **2020**
  - US Census

- **2022**
  - US Bureau of the Census releases notice of Qualifying Urban Areas

- **180 days after US Census Bureau release**
  - MPOs and State ensure that MPA boundaries comply with regulatory provisions
Recommendation

1. Currently, both the West Memphis MPO and Memphis MPO have great working relationships and we coordinate our planning efforts on a regular basis. Such major change will impact the decision making as well as consensus building process.

   Recommendation – Support TDOT and MDOTs comments Opposing the rulemaking

2. West Memphis MPO and Arkansas DOT is also opposed to the rulemaking

Memphis Urban Area
Metropolitan Planning Organization (MPO)
Regional Freight Plan
Transportation Policy Board Meeting

August 2016
Project Work Plan

Project Team
- AECOM Inc. (Prime Consultant)
- Kimley-Horn and Associates
- Carter Malone Group, LLC
- THY, Inc.
- Prime Focus, LLC
- CEP Consultants, Inc.

Project Timeline
- Completion - June 1, 2017
- Process for final reviews to be scheduled

Outreach
- Agencies & Government Units
- Industry
- Transportation Providers & Users
- Stakeholders
Key Elements of the Plan

- Specific project legacies
- Urban and rural alignment
- Alignment with Arkansas
- Continuity with 2040 RTP
  - Livability
  - Sustainability
  - Accessibility
  - Environmental
- Management strategies for through traffic
- Congestion reduction
- Performance metrics & tracking
- Land Use
  - Industrial and commercial sites
  - Repurposed sites & facilities
  - At-grade railroad/roadway crossings
- Outreach and engagement
Plan Deliverables

- Freight Competitiveness: Industrial Sites Served by Transportation
- Near-term Decisions and Medium-term Programs
- Program Implementation, Adaptation and Continuous Improvement

Plan Enables the Region

- Plan will align with the State’s freight and modal transportation planning efforts
- Meet the requirements from the FAST Act, the 2015 federal transportation legislation
- Framework to measure progress and identify tradeoffs for the region
Memphis Urban Area MPO

Regional Freight Plan

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