

MPOs and RPOs in North Carolina

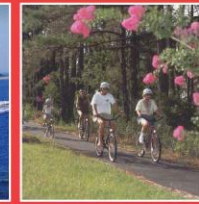
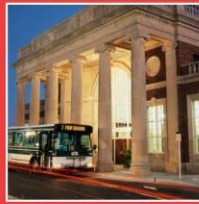
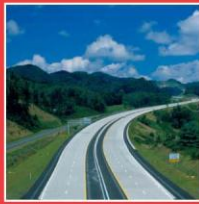


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Transportation Legislative Oversight Committee
April 13, 2012



Items to Discuss

What is an MPO and an RPO?

Why were they established?

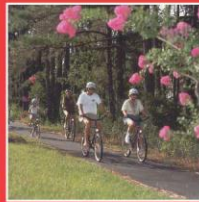
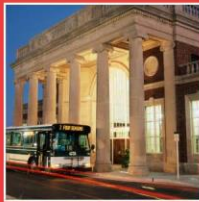
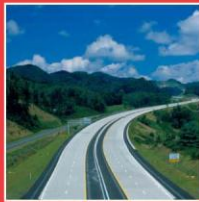
How are they structured?

What areas do they cover?

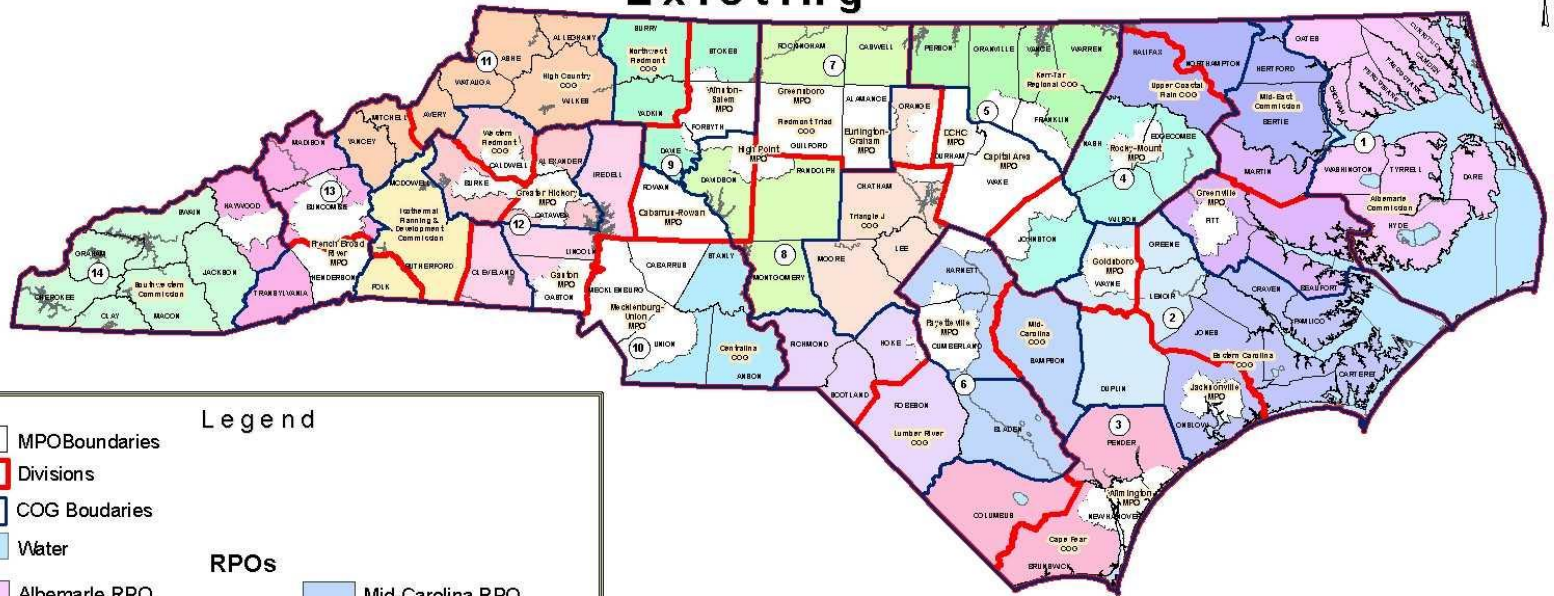
What are their duties and responsibilities?

Current Issues?

Strategic Prioritization.



MPO/RPO/COG/Division Boundaries Existing

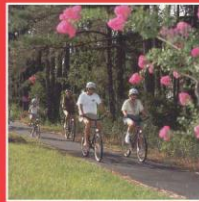
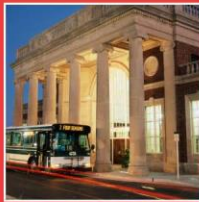
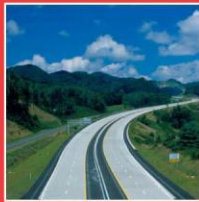


Legend

- MPO Boundaries
- Divisions
- COG Boundaries
- Water

RPOs

- | | |
|--|---|
| Albemarle RPO | Mid-Carolina RPO |
| Cape Fear RPO | Mid-East RPO |
| Down East RPO | Northwest Piedmont RPO |
| Eastern Carolina RPO | Peanut Belt RPO |
| High Country RPO | Piedmont Triad RPO |
| Isothermal RPO | Rocky River RPO |
| Kerr-Tar RPO | Southwestern RPO |
| Lake Norman RPO | Triangle Area RPO |
| Land-of-Sky RPO | Unifour RPO |
| Lumber River RPO | Upper Coastal Plain RPO |

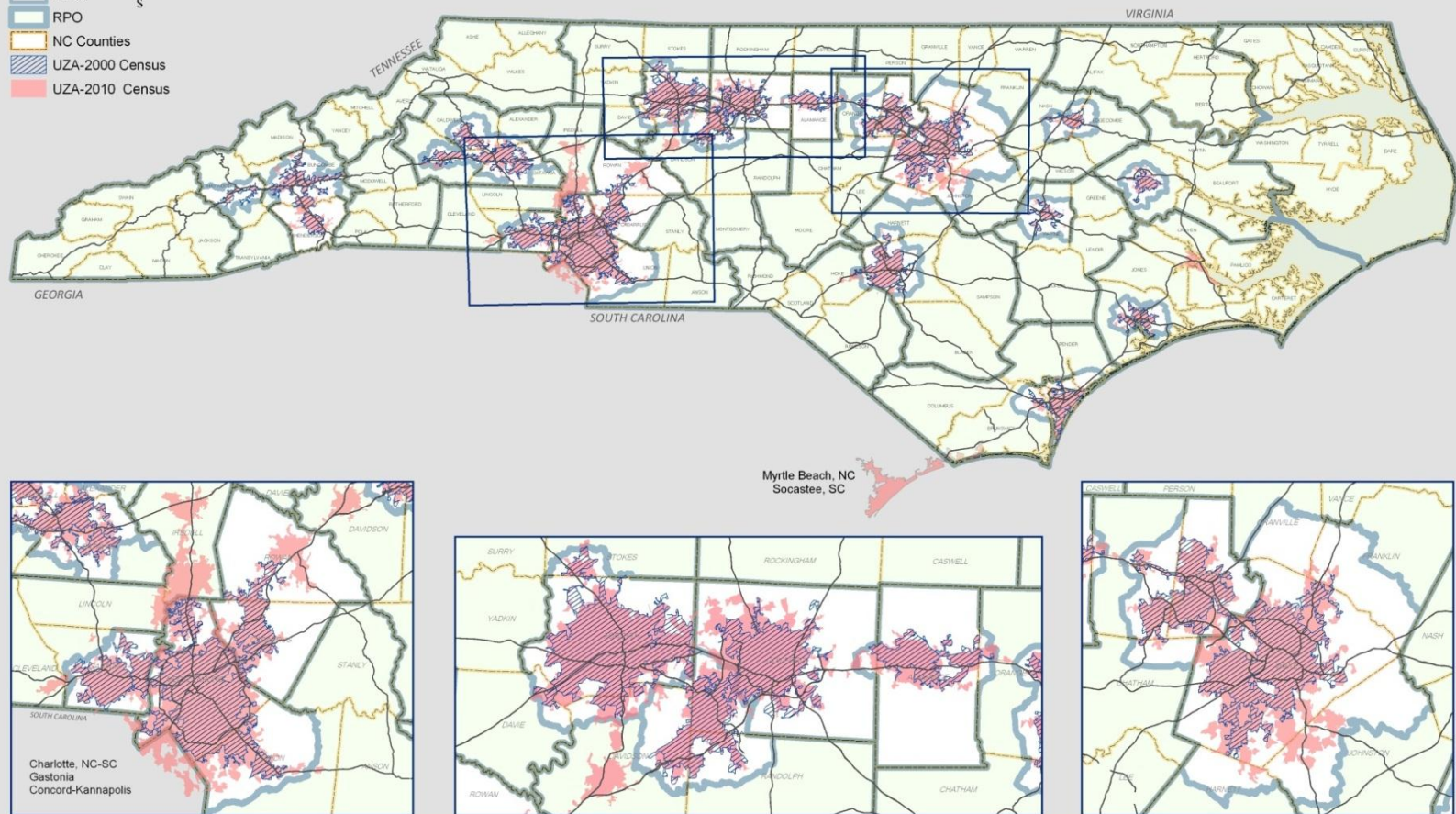


- Legend**
- NHS
 - MPO
 - RPO
 - NC Counties
 - UZA-2000 Census
 - UZA-2010 Census



North Carolina Urbanized Area (UZA) Boundaries 2000 Census - 2010 Census

NC DOT TPB
TRANSPORTATION PLANNING BRANCH





Relationship to Divisions

Division	RPOs	MPOs
1	Albemarle, Mid-East, Peanut Belt	none
2	Mid-East, Down East, Eastern Carolina	Greenville , <u>New Bern</u>
3	Cape Fear, Eastern Carolina, Down East, Mid-Carolina	Jacksonville, Wilmington
4	Eastern Carolina, Peanut Belt, <u>Upper Coastal Plain</u>	Capital Area (CAMPO), Goldsboro, Rocky Mount
5	Kerr-Tar	Capital Area (CAMPO), Durham-Chapel Hill-Carrboro (DCHC)
6	Cape Fear, Lumber River, Mid-Carolina	Capital Area (CAMPO), Fayetteville
7	Piedmont Triad, Triangle Area	Burlington-Graham, DCHC, Greensboro, High Point
8	Lumber River, Piedmont Triad, Triangle Area	DCHC, Fayetteville, High Point
9	Piedmont Triad, Northwest Piedmont	Cabarrus-Rowan, High Point, Winston-Salem
10	Rocky River	Cabarrus-Rowan, Mecklenburg-Union
11	High Country, Northwest Piedmont, Unifour	Greater Hickory
12	Lake Norman, Unifour	Gaston, Greater Hickory
13	Isothermal, High County, Land of Sky	French Broad River, Greater Hickory
14	Land of Sky, Isothermal, Southwestern	French Broad River

Red – MPO or RPO is in multiple Highway Divisions



Definition of MPO

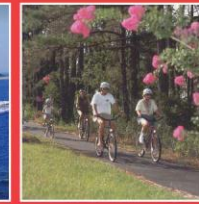
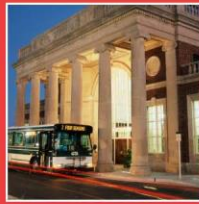
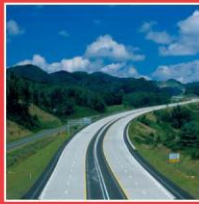
Established for all urban areas over 50,000 in population

- 50,000+ population - MPO
 - 200,000+ population - TMA
- TMA - Transportation Management Area

Defined by the US Census

- Includes the central city and other areas that meet density criteria
- Planning area may be expanded, but not contracted

Designated by NCDOT Secretary of Transportation on behalf of Governor



Laws Establishing MPOs

1962 – Federal Law - Section 134(a) of Title 23 United States Code (3-C Process)

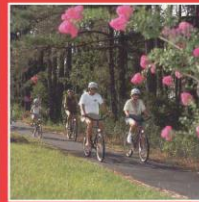
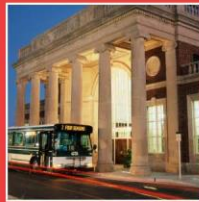
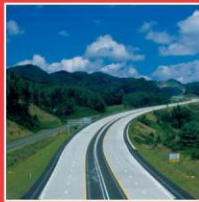
1991 - ISTEA (Intermodal Surface Transportation Efficiency Act)

1998 - TEA-21 (Transportation Equity Act – 21 Century)

2000 – NCGS 136-200.1 MPOs recognized in State Law

2001 – NCGS 136-66.2(a) recognizes MPOs as regional planning entity for MPO area

2005 - SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users)



Growth of MPOs

□ 1960	7
□ 1970	13
□ 1980	15
□ 1990	17
□ 2000	17
□ 2010	18*



MPO Responsibilities

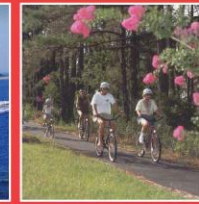
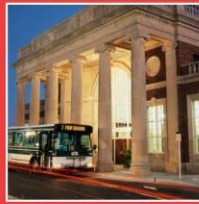
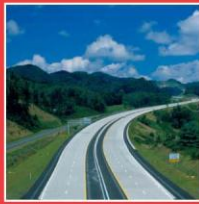
Carry out a Continuing, Cooperative and Comprehensive (3C) transportation planning process in cooperation with the State DOT and transit operators

Cooperatively develop, update, and approve:

- (Unified) Planning Work Program ((U)PWP)
- Transportation Plan (LRTP)
- Transportation Improvement Program (TIP)
- Air Quality Conformity

Determine responsibilities in concert with the State DOT(s) and transit operators

Carry out a proactive Public Involvement Process (PIP)



Definition of RPO

Contiguous areas of three to fifteen counties

- Must have at least 50,000 population according to Office of State Budget and Management
- Metropolitan Planning Organizations areas shall not be included
- Not all municipalities in a proposed RPO must join the organization but the county must be a member of the RPO.



Law Establishing RPOs

2000 - GS 136-210 through 213 directed NCDOT to study RPOs

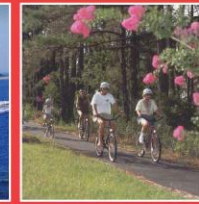
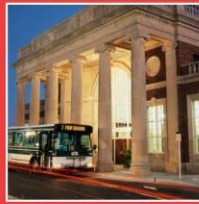
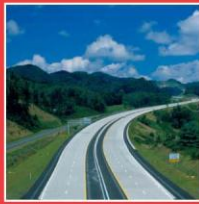
2001 – Based on results of study, NCDOT began forming RPOs

- Between 2001 and 2003, 20 RPOs were established



RPO Responsibilities

- Assist the Department in developing comprehensive transportation plans (CTP)
- Provide a forum for public participation in the transportation planning and project development processes
- Develop and prioritize projects the organization believes should be included in the STIP
- Provide transportation related information to local governments
- Other duties as determined.



MPO/RPO Structure

Transportation Advisory Committee (TAC)

- Local Elected Officials
- BOT Area Representative
- FHWA advisory non-voting member
- Tribal Governments
- Other members designated by the MOU (Memorandum of Understanding)

Technical Coordinating Committee (TCC)

- Member Government(s) Staff Representatives
- NCDOT
- FHWA
- Transit Providers
- Other Agencies

LPA

- Designated Staff (City, County or COG)



Comparison of MPOs to RPOs

	<i>RPOs</i>	<i>MPOs</i>
<i>Number</i>	20	18
<i>How Formed</i>	area identified locally based on common transportation/ land use concerns, with agreement by all counties; minimum of three counties required; cities may join and vote per MOU; MPOs are ex-officio members	area identified by US Census, includes central city and other areas that meet density criteria; planning area may be expanded, but not contracted.
<i>Designation</i>	chartered by Secretary of Transportation 2001-2003	designated by NC Secretary of Transportation on behalf of Governor based on population criteria by US Census and FHWA
<i>Population Criteria</i>	minimum 50,000 population and 3 counties	minimum 50,000; special planning requirements for areas over 200 ^k



Comparison of MPOs to RPOs

RPOs

MPOs

<i>Funding</i>	Federal State Planning And Research Funds with 20% local match	1% takeoff from Federal Highway Trust Fund (Interstate, NHS, STP, CMAQ, Bridge); requires 20% local match
<i>Allocation</i>	Total \$1.9 million/year; \$84 ^k -\$113 ^k per RPO	Total \$5.7 million/year; \$188 ^k - \$825 ^k per MPO
<i>Formula</i>	½ on population from most recent OSP estimate and ½ on number of counties	\$130k equal distribution and remainder on population from most recent census
<i>Organizational Structure</i>	includes LPA, TCC, TAC; MOU, funding agreement and annual work program are required	includes LPA, TCC, TAC; MOU, funding agreement and annual work program are required
<i>Tasks</i>	Planning Tasks based on NC GS and includes four core duties	3C planning process as required by federal planning regulations; products include MTIP, Transportation Plan



Current Issues

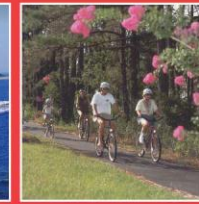
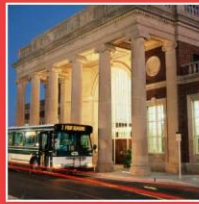
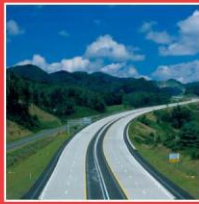
Census 2010 Results (2012)

- Changes in MPO planning organization boundaries
 - Expanding MPO boundaries may “disqualify” some existing RPOs

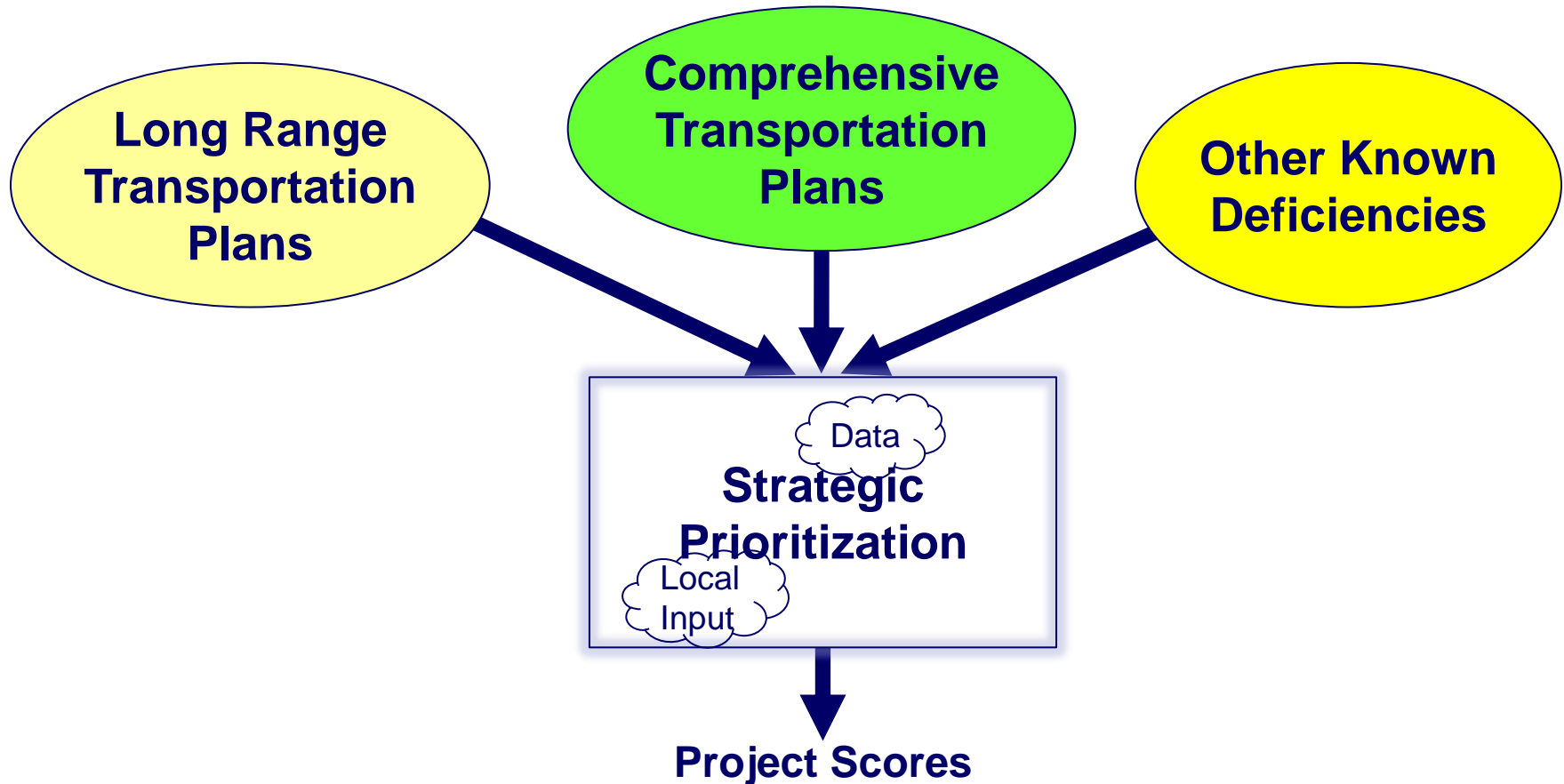
Re-authorization

- Changing population thresholds for MPO designations
 - may allow some MPOs to disband

Air Quality Standards



Where do Projects Come From?





Local Input - Highway Projects

Local Input

- MPO's and RPO's express their local priorities by assigning local input points to projects in their geographical area
- Many MPO's and RPOs have their own data-driven methodologies
- 1300 points
- Allow transfers between areas to highlight other highway priorities
- Rankings done after quantitative scores are known



P2.0 - Scoring Highway Projects (Mobility & Modernization)

QUANTITATIVE

LOCAL INPUT

Tier

Data

Division Rank

MPO/RPO Rank

Statewide

70%

20%

10%

Regional

50%

25%

25%

Subregional

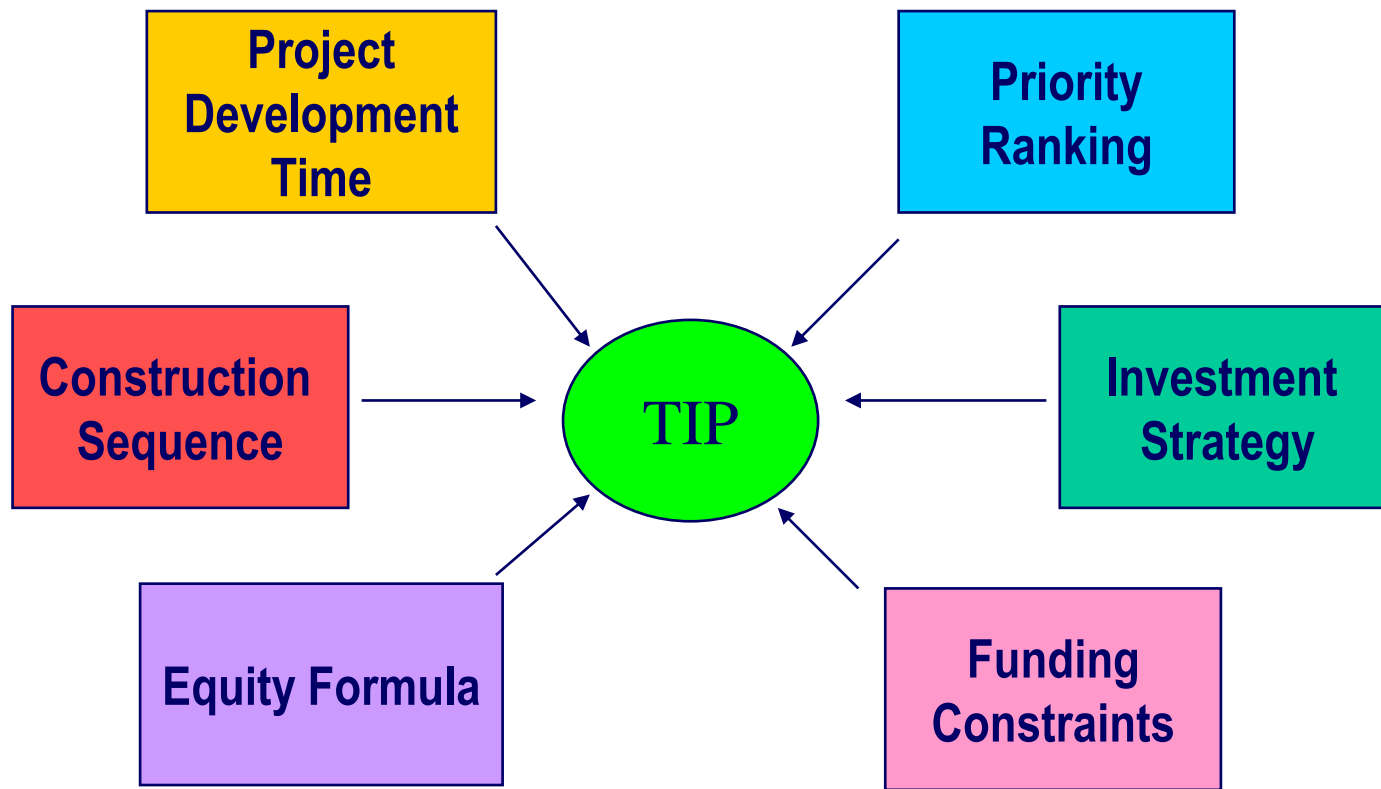
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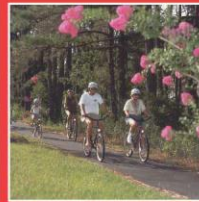
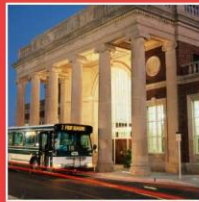
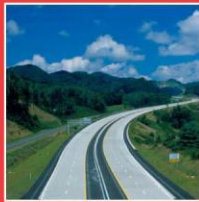
40%



Factors Influencing TIP



Prioritization Results \neq Programming



Questions?

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