

The Role of MPOs in Megaregion Planning: the Texas Triangle

A presentation to the CM2 Brownbag

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Research Framework

- The goal of this collaborative team project is to create a framework for megaregional planning at the MPO level within the Texas Triangle:
 - develop recommendations for the roles, requirements, and responsibilities for MPOs
 - develop recommendations for how MPOs or other transportation planning agencies could be “scaled up” to form partnership align planning goals across the megaregions

Existing Recommendations

“As metropolitan-level organizations, the interactions between multiple MPOs will...be crucial to the success of megaregion transportation planning initiatives.”

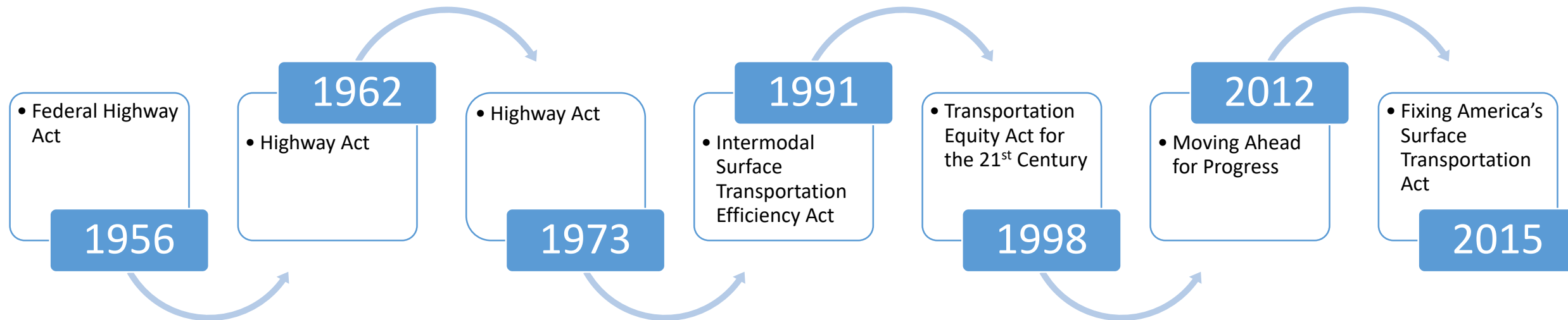
– Catherine Ross, Megaregion expert

“The metropolitan transportation planning process, which is used to update the metropolitan transportation plan every 3 to 5 years, should examine the role of metropolitan areas in a megaregion economy.” – Ankner and Myer *Investigating in Megaregion Transportation Systems: Institutional Challenges and Opportunities*

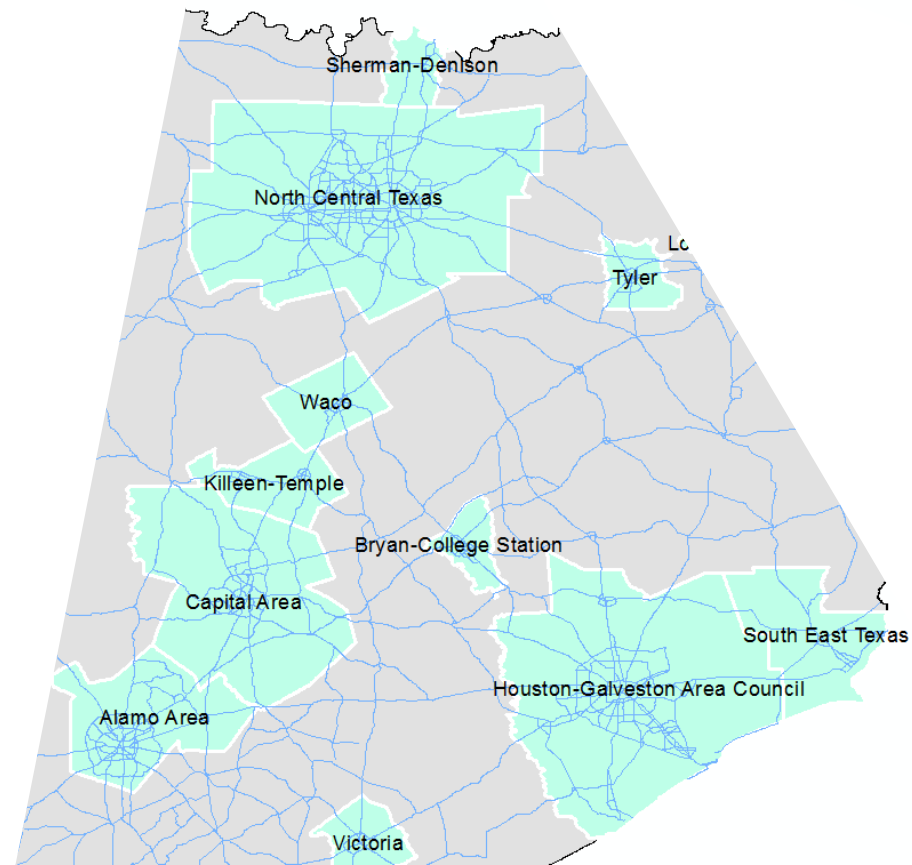
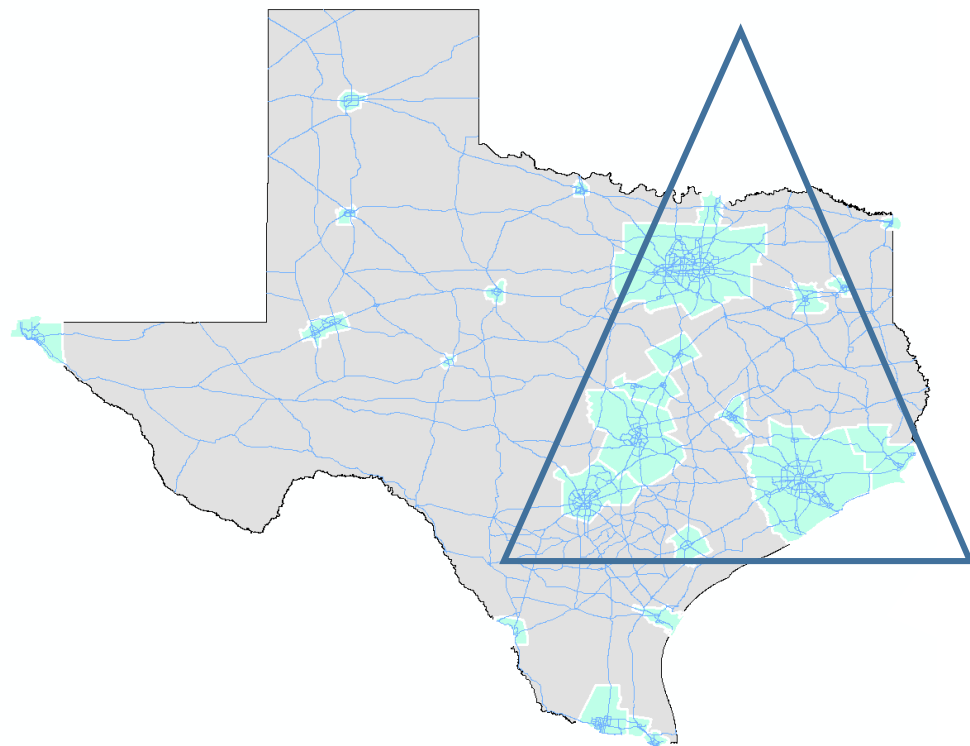
Research Questions

- Questions asked
 - Does the legal framework for transportation planning prohibit megaregional planning at the MPO level?
 - What current planning processes are used at Texas Triangle MPOs? Do state requirements further limit opportunities for 3C planning?
 - How do organizational structures differ across Texas Triangle anchor city MPOs? Do any better lend themselves to a megaregional planning model?
 - How can MPOs proactively conduct megaregional planning within existing legal frameworks?

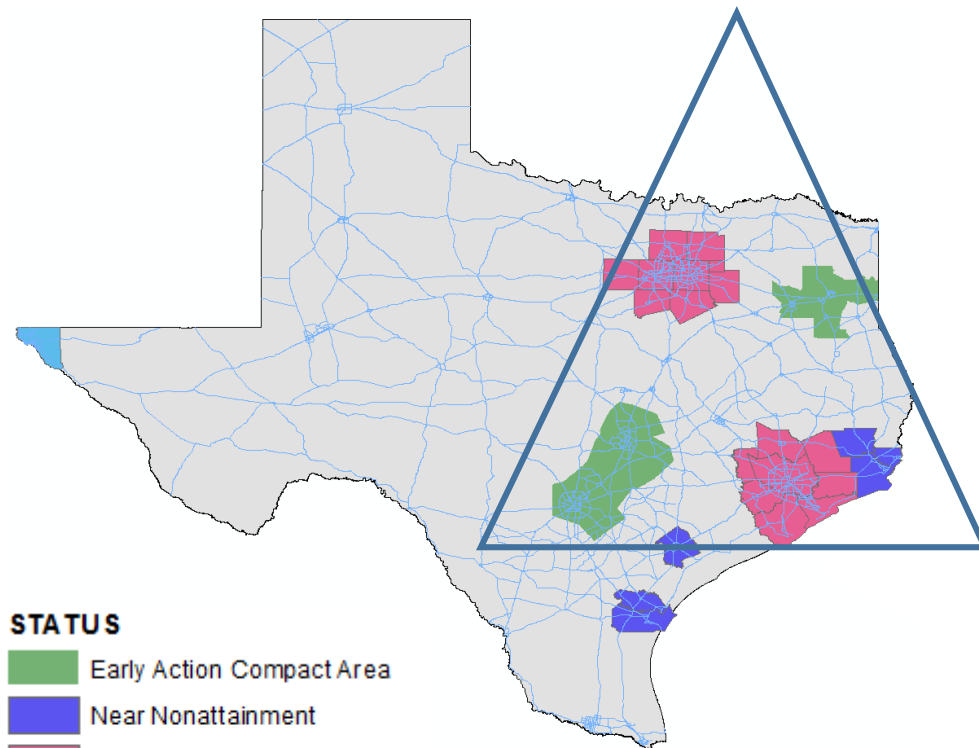
MPO History



MPO Boundaries

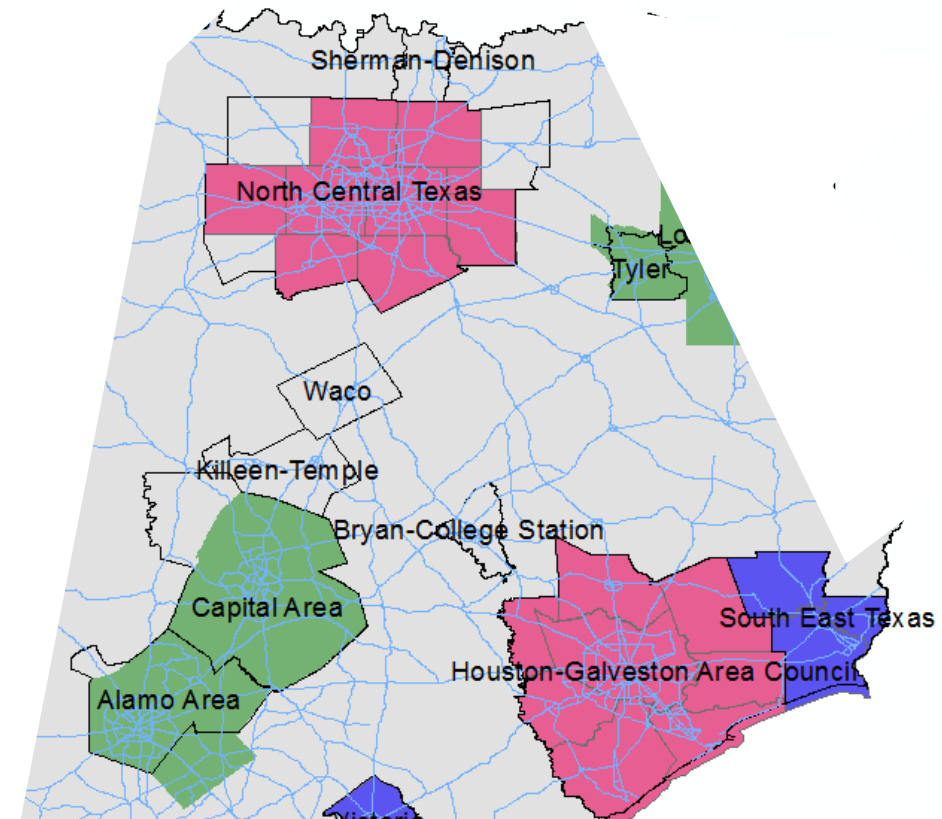


Nonattainment Areas



STATUS

- Early Action Compact Area
- Near Nonattainment
- Nonattain_ Ozone 8 Hour
- Nonattainment For CO
- MPO Boundary



Planning Agreements

Article 1. Agreement Period

Article 2. Responsibilities of the Department

Article 3. Responsibilities of the MPO

Article 4. Responsibilities of the MPO Policy Committee

Article 5. Responsibilities of the Fiscal Agent

Article 6. Responsibilities of the MPO Transportation Planning Director

Articles 7-17: Other sections include: 1) components of the UTWP, 2) authorized compensated activities, 3) required reporting, 4) document retention, 5) work performance and conduct standards, 6) resolution of disputes, 7) non-collusion, subcontracting, termination, force majeure, and other legal requirements.

Contract # 50-KKK F000 6
Federal Highway Administration
CFDA # 20.205 / 20.415
Not Research and Development

STATE OF TEXAS §

COUNTY OF TRAVIS §

AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the "Department," the North Central Texas Council of Governments, the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas, which also serves as the Fiscal Agent for the MPO, hereinafter "MPO", and the Regional Transportation Council "RTC", the MPO Policy Committee, hereinafter "MPO Policy Committee."

WITNESSETH

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5301 et seq. require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

WHEREAS, 23 USC §104(f) authorizes Metropolitan Planning funds and 49 USC §5301 et seq. authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

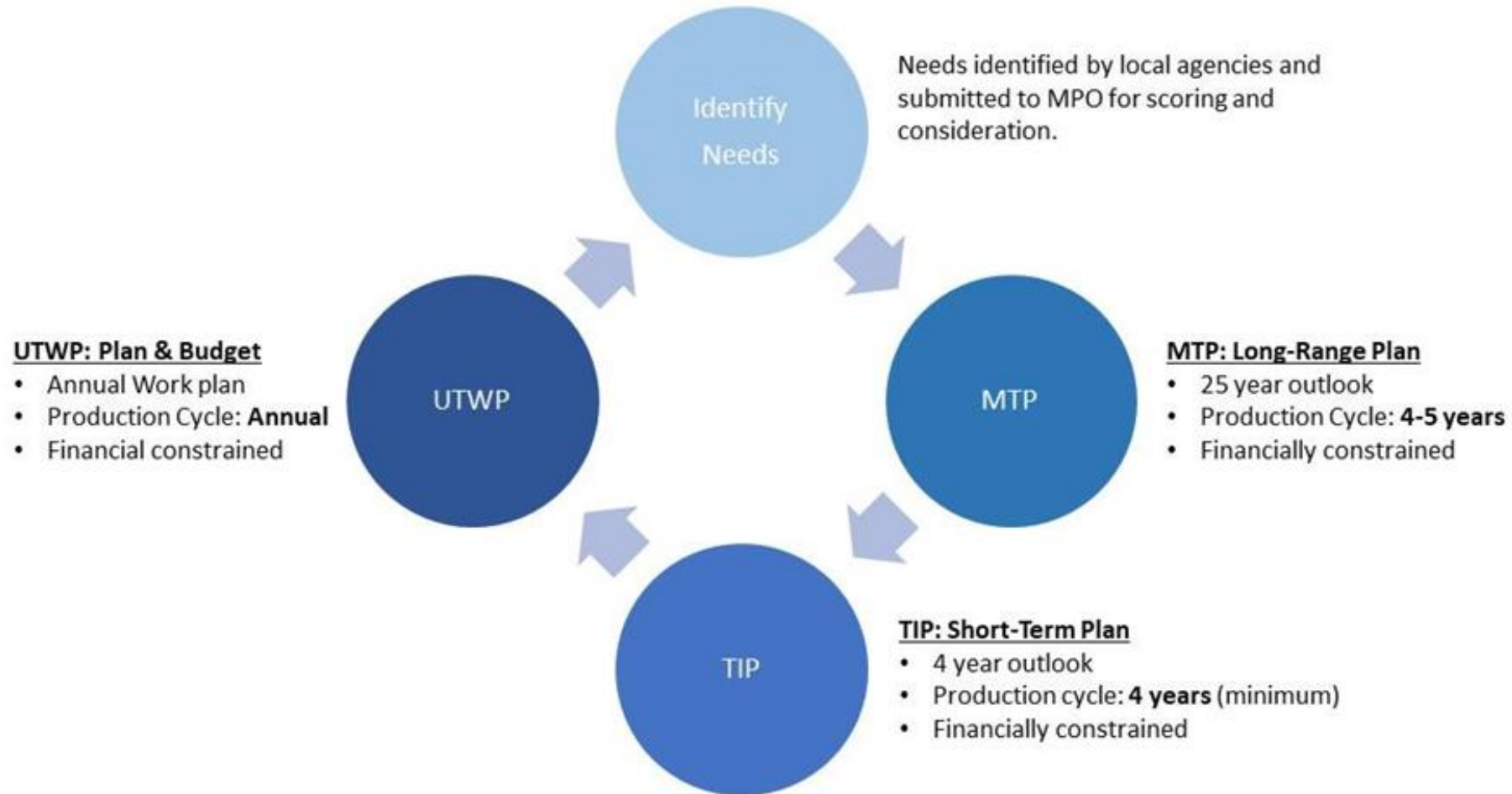
WHEREAS, the federal share payable for authorized activities using 49 USC §5303 and Metropolitan Planning funds is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

WHEREAS, Metropolitan Planning funds, and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.) and 49 USC §5303 funds are to be used in

Transportation Planning Life Cycle at the MPO



Case Study: Regional Planning in the US

- 1) Mandate of plans and planning processes for efficient coordination and resource allocation.
- 2) The rise of a specific need or problem that requires interjurisdictional solutions.
- 3) It may be the only or best strategy for seeking commonly held goals.

- Ethan Seltzer and Armando Carbonell, *Regional Planning in America: Practice and Prospect*.

Case Study: Transportation Policy Board Composition and Representation

Anchor City Representation by Board Member

	H-GAC	AAMPO	NCTCOG
Total MPO Population Estimate, 2010	5,891,999	1,988,188	6,371,773
Total Transportation Policy Board Members	28	18	44
Number of Citizens per Board Member	210,429	110,455	144,813

Conclusions & Recommendations

- Formalize a megaregional planning focus between the MPOs and TxDOT
- Expand non-voting memberships on TPBs
- Incorporate megaregionalism into TPB structural and strategic planning
- Prioritize megaregional scope in long-range planning
 - Performance Measurement

Questions?

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