



MAP-21 / FAST Act Rulemaking

**Metropolitan Planning Organization
Coordination and Planning Area Reform**

**Transportation Coordinating Committee
July 22, 2016**

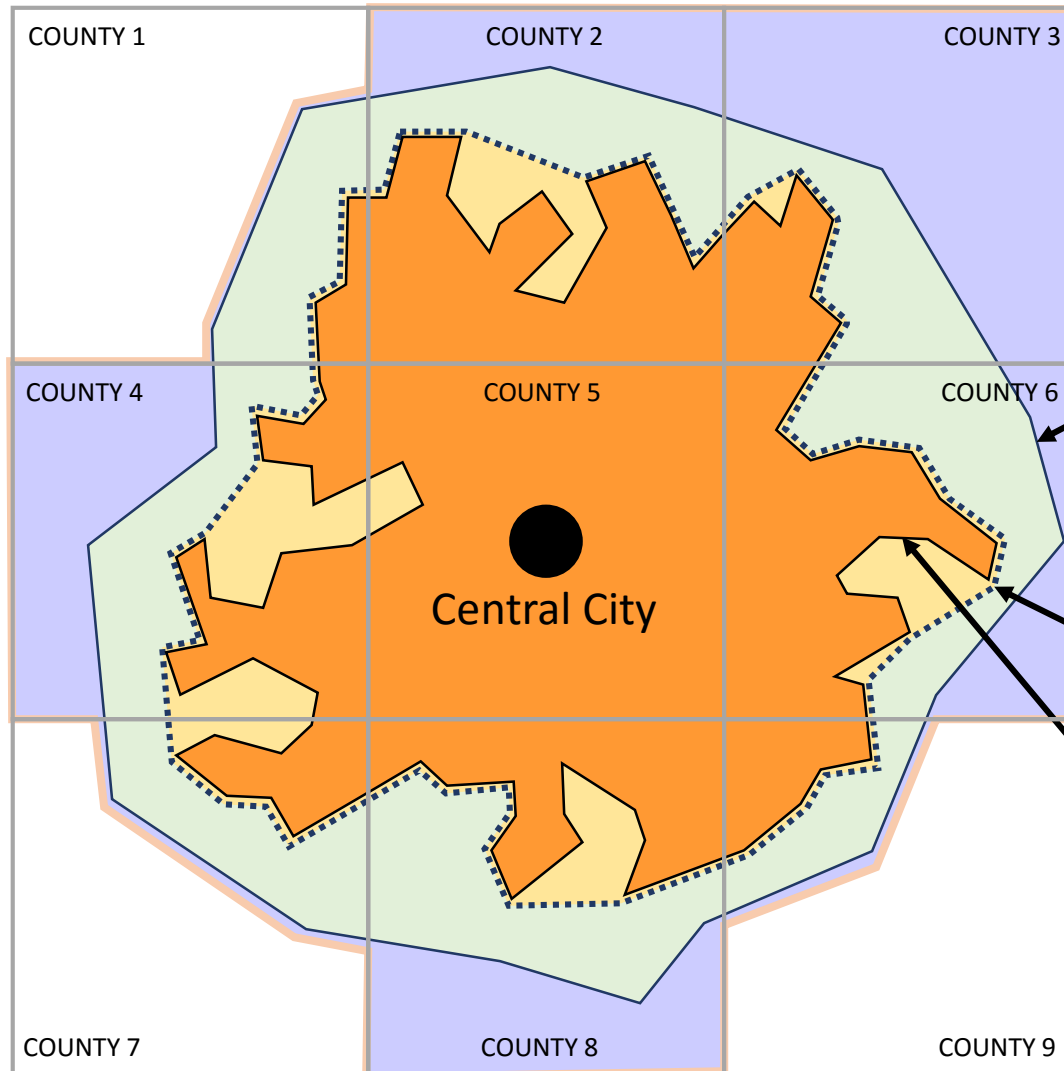
Rulemaking Goal

“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.”

Key Dates

- NPRM released June 27, 2016
- Comments due August 26, 2016
- 60 day extension requested (no official response posted yet)
 - Association of Metropolitan Planning Organizations (AMPO)
 - American Association of State Highway and Transportation Officials (AASHTO)
 - National Association of Regional Councils (NARC)
 - National Association of Development Organizations (NADO)
- Effective date will be two years after release of final rule

An Idealized Region



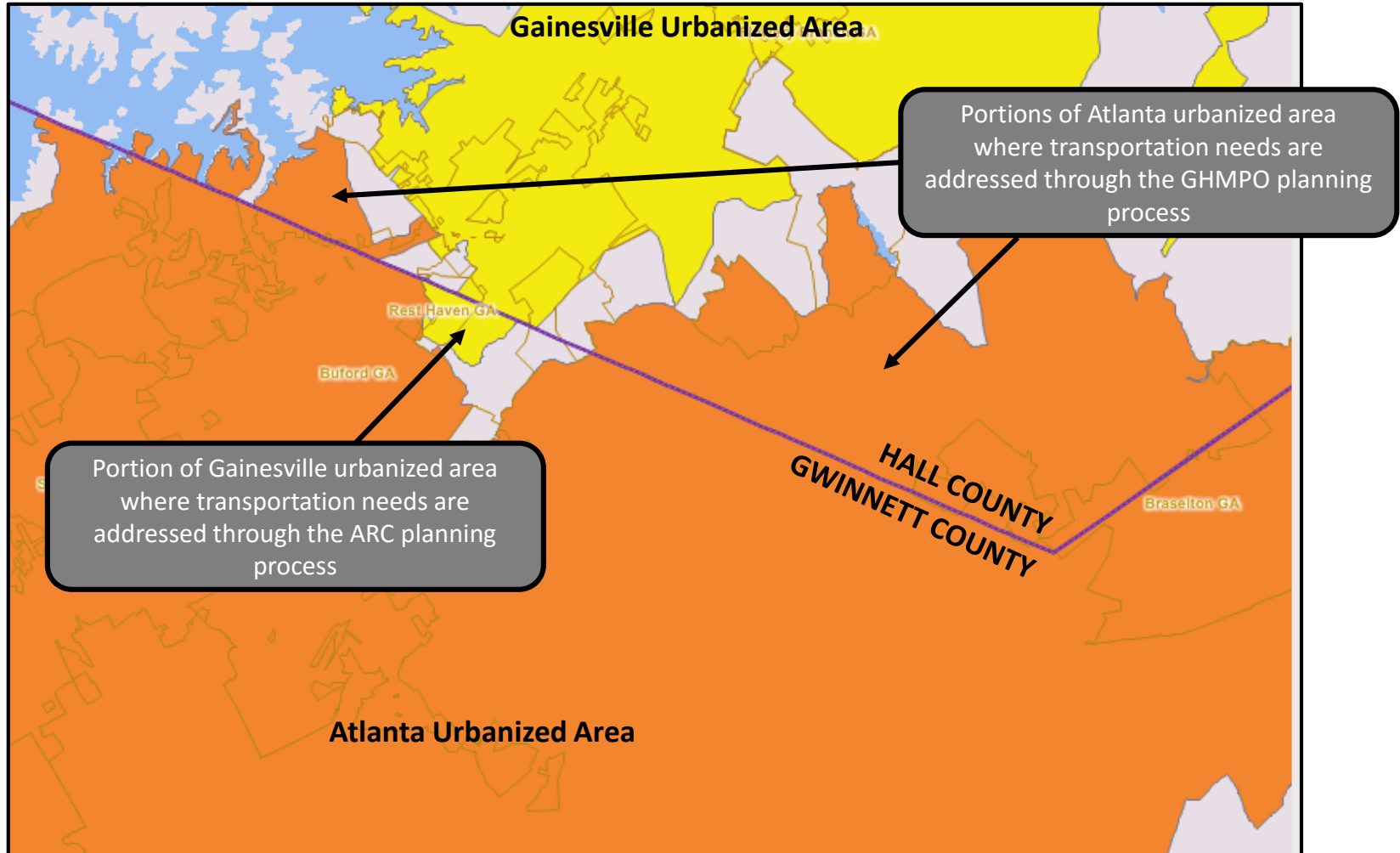
Metropolitan Planning Organization (MPO);
established through local and state agreement and must include entire MPA

Metropolitan Planning Area (MPA); includes entire UZA and all area expected to become urbanized within 20 years

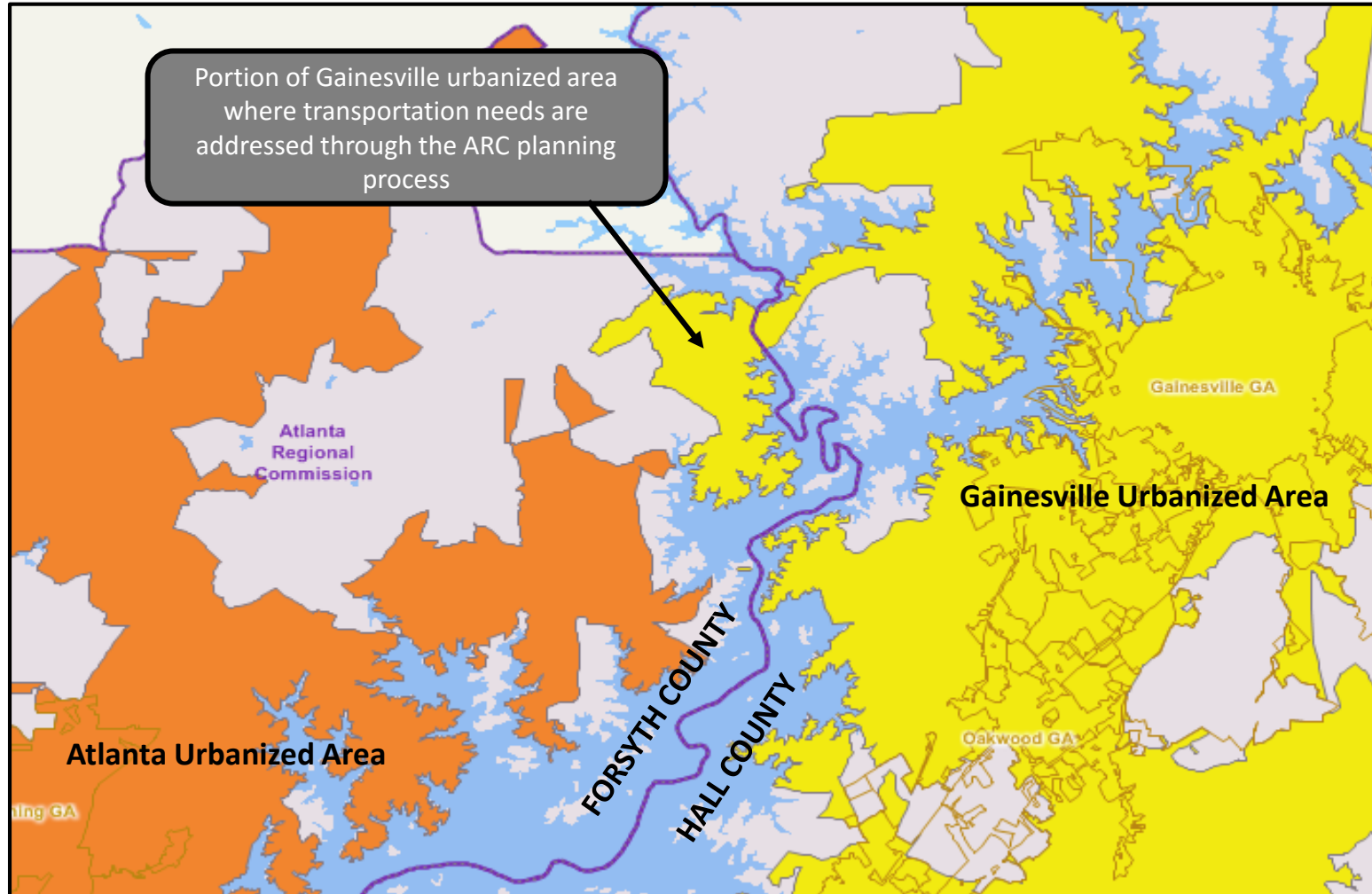
Smoothed UZA boundary;
established through local, state and FHWA agreement

Census defined urbanized area;
defined by computer algorithm based on population density

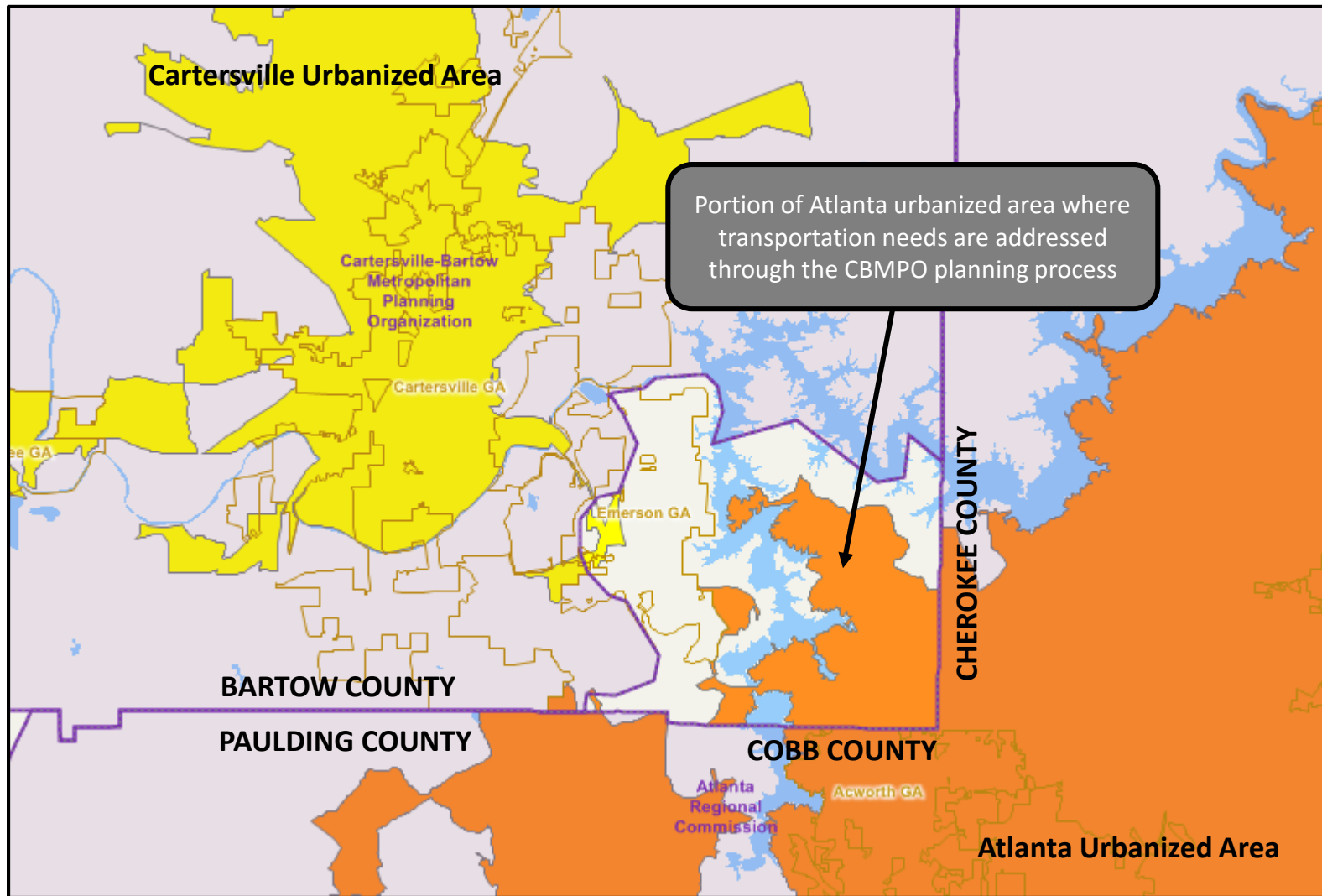
The Atlanta Region is Not Ideal (Example 1)



The Atlanta Region is Not Ideal (Example 2)



The Atlanta Region is Not Ideal (Example 3)



Implications for the Atlanta Region

- Under the current arrangement, planning responsibility for the Atlanta Metropolitan Planning Area is technically split among three MPOs
- A strict interpretation of the draft planning rule would result in the need for new working relationships between ARC, GHMPO and CBMPO
- Situations like this are likely not driving the rulemaking process and it could be a case of exceeding Congressional intent in attempting to address more serious coordination issues in other metropolitan areas
- Our situation is not unique (142 MPOs identified as potentially impacted)

Impact of Proposed Rule (Scenario 1)

- The Governor and the three MPOs would have to jointly determine that the “size and complexity of the MPA warrant designation of more than one MPO” or else merge the MPOs
- If the MPOs remain separate, they would still be required to cooperate in developing a single long range transportation plan, a single TIP and a common set of performance targets for the MPA

ARC Position



- Gainesville and Cartersville are metropolitan areas in their own right and should retain autonomy
- Current planning agreements respect long-standing relationships and political boundaries

Impact of Proposed Rule (Scenario 2)

- ARC, GHMPO and CBMPO would “return” planning responsibilities within the overlapping areas
- Each MPO could then continue to develop their own independent plans and targets for the revised boundaries

ARC Position



- Better than Scenario 1, but would require extensive coordination to renegotiate planning boundaries
- Several counties would be required to participate in two separate MPO processes, likely creating confusion
- Unlikely to produce any positive impacts on the quality of the planning process or end products (and may actually have negative consequences)

Discussion and Questions



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