



# Metropolitan Planning Coordination Background

Advisory Committee on Metropolitan Transportation Planning  
and Greenhouse Gas Reduction Targets

May 26, 2016



# Overview

- **GHG Reduction Planning Efforts**
- Comparing State and Federal Requirements
- Current Status and Results
- Summary



# GHG Reduction Planning Efforts

- The effort to better integrate GHG emission reductions efforts into existing planning brings us here today
- More about GHG reduction targets next presentation



# Overview

- *GHG Reduction Planning Efforts*
- **Comparing State and Federal Requirements**
- Current Status and Results
- Conclusions



# State and Federal Requirements for Metropolitan Transportation Planning

- Related, but differing requirements
- Adopted by different bodies
- Intended to be coordinated, in reality this is difficult



# Comparing State and Federal Requirements

## *Plan Document*

<b>State</b>	<b>Federal</b>
Regional Transportation System Plan	Regional Transportation Plan
(RTSP)	(RTP)



# Comparing State and Federal Requirements

*Who Adopts the Plan?*

<b>State</b>	<b>Federal</b>
Cities and Counties in the Metropolitan Area	MPO Policy Board



# Comparing State and Federal Requirements

*Funding Decision?*

State	Federal
No	<b>Yes</b> , enables spending federal funds



# Comparing State and Federal Requirements

*Land Use Decision?*

<b>State</b>	<b>Federal</b>
<b>Yes, authorizes construction of projects</b>	<b>No</b>



# Comparing State and Federal Requirements

## *Update Cycle*

<b>State</b>	<b>Federal</b>
When federal RTP is updated	Every 4 years



# Comparing State and Federal Requirements

## *What is the same?*

- Planning area
- Scope
  - Identify the planned transportation system
  - Improvements to support long-range plans
- Similar planning horizon
- Scenario planning is allowed or encouraged
- Performance measures required



# Comparing State and Federal Requirements

## *Coordination Requirements*

- Federal law (23 USC 134(g)(3)) requires:

- **MPOs to coordinate** with state and local planning officials:

*“...each [MPO]... consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth...)”*

- **RTPs to be developed** with consideration of related plans:

*“...transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area.”*



# Comparing State and Federal Requirements

## *Coordination Requirements*

- State law (OAR 660-012-0016) requires:

*“In metropolitan areas, local governments shall prepare, adopt, amend, and update transportation system plans... in coordination with RTPs prepared by MPOs required by federal law.”*

*“...regional transportation plans for metropolitan areas shall be accomplished thorough a single coordinated process...”*



# Oregon Performance Standards for Increasing Transportation Choices

- State law since 1991 has required metropolitan areas to plan for:
  - Increased transportation choices
  - Reducing reliance on the automobile
- Started as a VMT reduction requirement
- Evolved to allow local governments to adopt other performance standards



# Oregon Performance Standards for Increasing Transportation Choices

- Standards for increasing transportation choices and reducing reliance on the automobile:
  - Use to evaluate and select planned transportation system
  - Include benchmarks to measure progress



# Oregon Statewide Transportation Strategy

- ODOT has completed a Statewide Transportation Strategy (STS) for GHG emissions reductions
- The STS includes a comprehensive set of strategies to work toward meeting state GHG emissions reduction goals
- We will hear more about the STS later in the meeting



# Federal Requirements for Performance Measures

- Federal transportation law passed in 2012 (MAP-21)
  - Introduces performance-based approach to planning
  - Links decision making to performance measures
  - Includes GHG emissions reduction
- Updated law in 2015 (FAST) keeps these requirements largely intact



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- **Current Status and Results**
- **Conclusions**



# Current Status and Results

- RTP Updates
  - All areas current
- RTSP Updates:
  - Local adoption?
  - Timely coordination with RTP updates?
  - MPO role? Funding?



# Current Status and Results

- Standards to increase transportation choices and reduce reliance on the automobile
  - Not all local governments have adopted  
(Table 4, page 16)
- Benchmarks to measure progress, and reports
  - Not all local governments have adopted
  - Recent reports?



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# Conclusions

- Integration of GHG reduction into metropolitan planning
  - Strategies to reduce GHG are **closely related** existing planning efforts
  - Strategies identified in STS **very similar** to strategies identified in scenario planning
  - State goals to reduce GHGs and increase choices are **consistent** with federal guidance



# Conclusions

- Coordination of State and Federally required plans
  - State and federal requirements are **similar and compatible**
  - Plans often **updated separately**
  - **Different agencies** responsible for different plans



# Conclusions

- Coordination of State and Federally required plans
  - Local government also adopt local TSPs.
  - **Many similar yet different** planning documents
  - Federally required RTPs generally **up to date**
  - State required RTSPs generally **behind schedule**



Questions?