

Metrolina Transportation Framework Study

November 15, 2010
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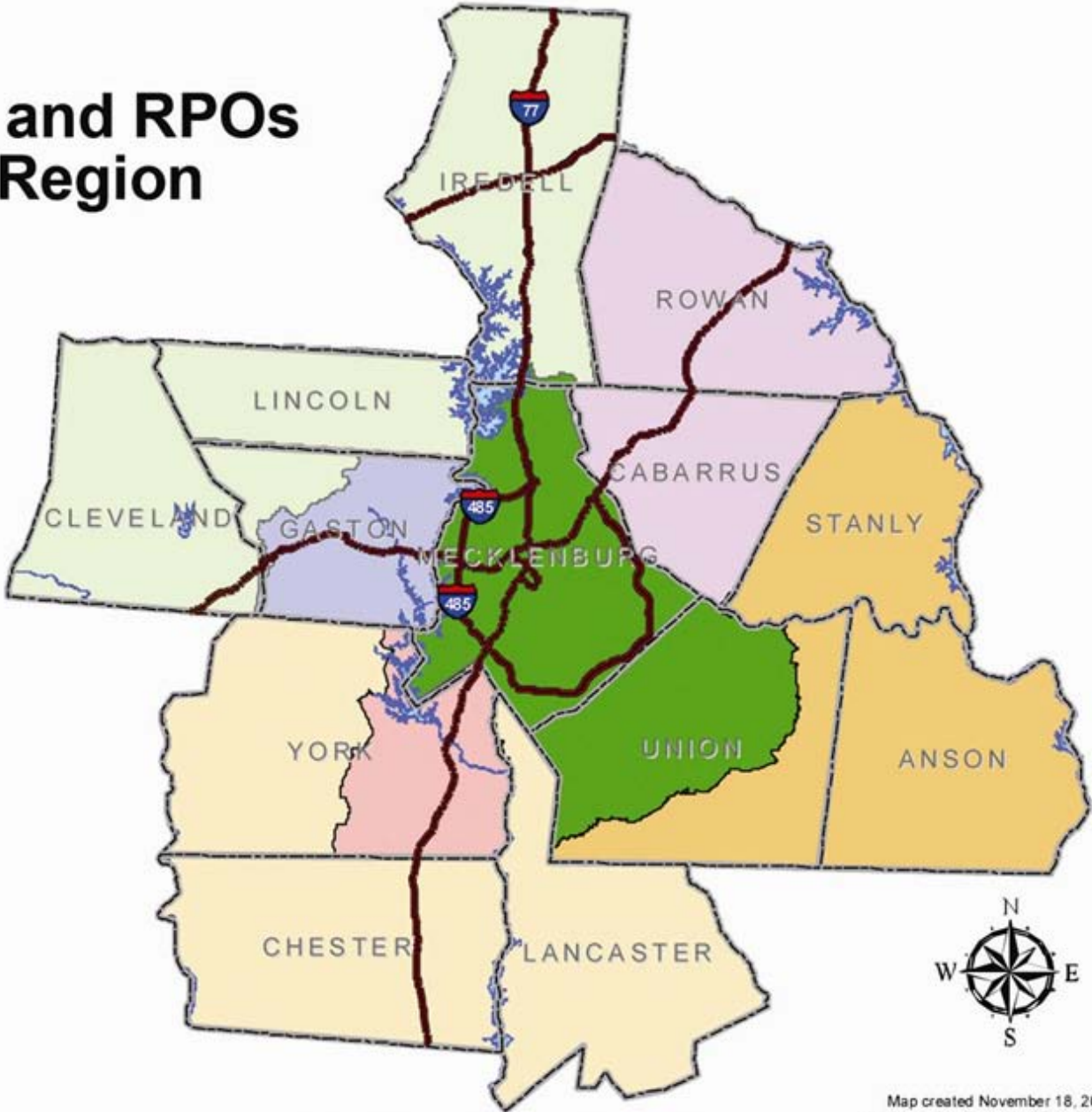
Why did

NCDOT and CCOG

collaborate in this transportation
planning study?

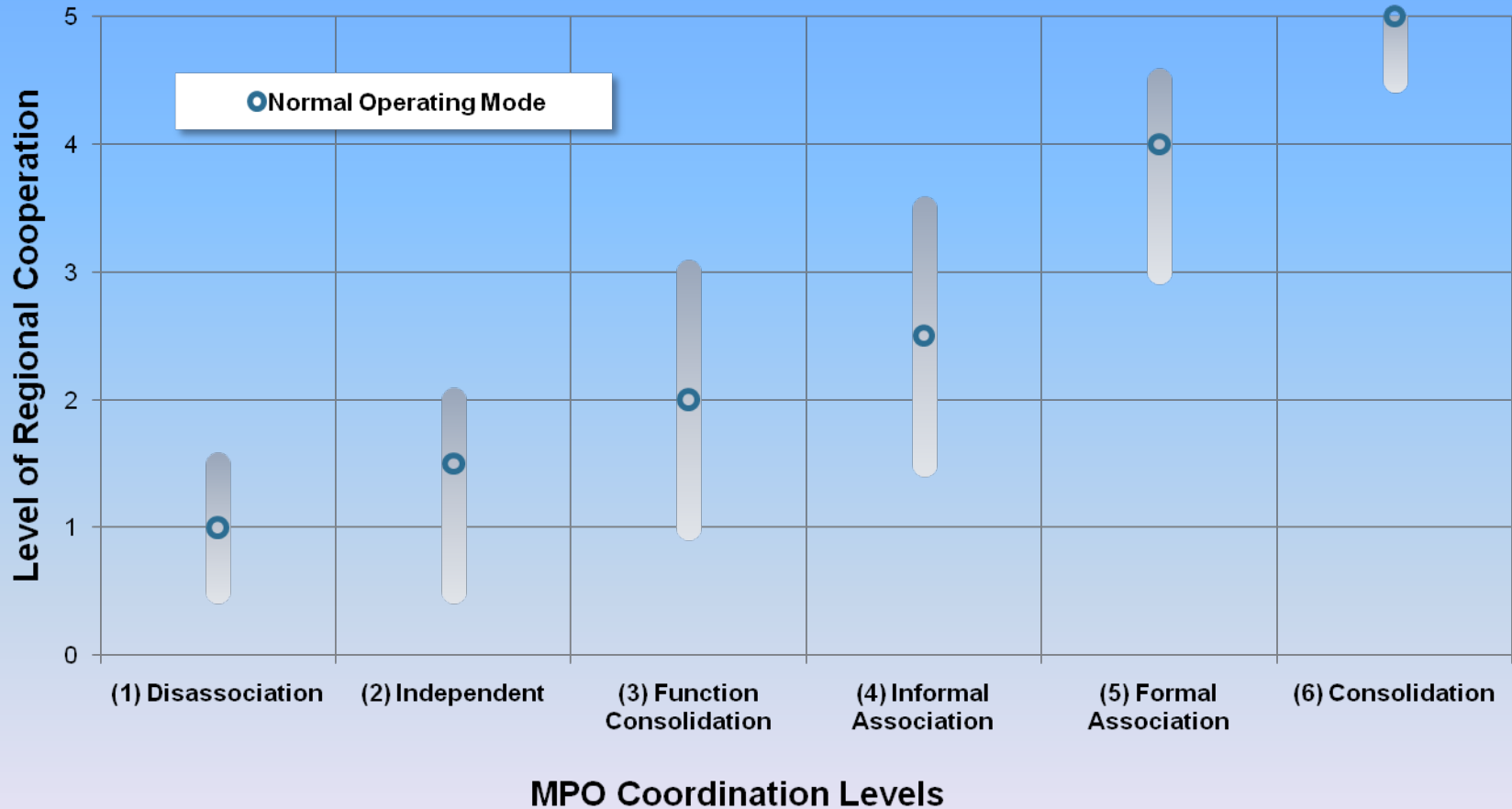


MPOs and RPOs in the Region



Map created November 18, 2009
by Centralina Council of Governments
with data from Catawba Regional Council
of Governments

A Range of Choices for the Region



Study Findings: Three Options for Region

- **Option 1: Maintain Status Quo**
- **Option 2: Maintain Current Transportation Planning Agencies, but create a new mechanism to address issues of regional concern (Tampa-St. Petersburg Example)**
- **Option 3: Merge Some/All Transportation Planning Agencies**

Option 1: Status Quo

Advantages

- Requires no action by MPOs/RPOs
- Staff working relationships already established
- Local voices heard



Disadvantages

- Regional projects that cross MPO/RPO boundaries may have different priorities
- No leveraging of regional “weight” on major projects
- No regional transportation policy or regional LRTP

Option 2: Form New Regional Transportation Entity

Advantages

- Allows regional perspective on both land use and transportation planning
- Provides regional framework for regional projects, with local decisions made at local levels
- Creates unified regional voice on regional issues/projects



Disadvantages

- Requires coordination between local and regional plans
- Requires a new level of planning and may not save money
- Requires State and/or Federal approval on “standing”

Option 3: Merge Some/All MPOs/RPOs

Advantages

- More unified voice for the region
- Better integration of transportation/land use matters
- Greater leveraging regional “weight” on transportation issues, including funding
- Opportunities for economies of scale



Disadvantages

- Little recent national experience
- Potential loss of PL funds for merged organization
- Care needed to maintain local voice and choices

How Did We Get to the Options?

Internal Review and Assessment

- Regional stakeholder group guided study
- Surveys completed by 100 stakeholders
- 8 separate focus groups convened to provide input
- All questions around “what’s right,” “what’s needed,” “what’s expected from organizational change”

External Peer Reviews

- 7 major metro MPOs selected for review
- How do they perform in areas that matter to us?
- What did we learn from them?



Internal Review Results:

- Few significant organizational differences among MPOs/RPOs in Metrolina
- Some differences in project ranking criteria
- Biggest gaps between importance of activities and current performance in:
 - Ability to seek and identify additional revenue streams
 - Ability to link land use and transportation
 - Ability to engage the public successfully
- Most felt some greater consolidation/collaboration would improve these gaps, plus air quality, multi-modal planning, and moving regional projects (road and transit) faster
- Biggest concerns were loss of local voice and lack of attention to local projects/needs

Internal: Focus Group Results

What Do We Like? What Works Well Now?

- MPOs'/RPOs' staffs and the services they provide
- Cohesiveness and size of MPO/RPO Boards
- Effective regional cooperation at staff level

What Do We Find Frustrating in the Metrolina region?

- Project funding
- Timely delivery of transportation projects
- Lack of meaningful public engagement re: transportation
- Complexity of financial forecasting and air quality conformity

External: MPO Reviews



Peer MPOs Selected:

1. Pinellas County (Tampa- St. Pete) MPO
2. Atlanta Regional Commission
3. Nashville Area MPO
4. Capital Area (Austin, TX) MPO
5. Metropolitan Council (Minneapolis- St. Paul)
6. Mid-America Regional Council (Kansas City, MO/KS)
7. SANDAG (San Diego Association of Govt's)

External: MPO Peer Review Findings

- All peer MPOs:
 - Felt a greater sense of control over funding issues than Metrolina peers
 - Had engaged in planning to support integrated land use/transportation decisions
- Most peer MPOs:
 - Reported better relationships w/their State DOTs than Metrolina peers
- Many peer MPOs:
 - Use multiple committees to engage stakeholders
- Several peer MPOs:
 - Controlled non-federal/State funding
 - Were final control point for some federal funding sources



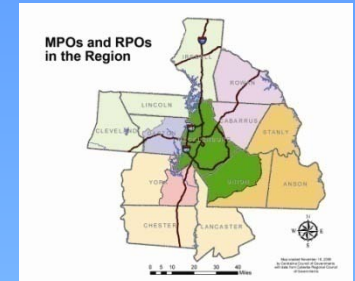
Policy Findings/Considerations:

- Next Federal transportation reauthorization bill could impact MPO funding and responsibilities
- S910 (introduced by Senator Clodfelter) would provide for additional funding for non-attainment areas w/one MPO
- Consolidation of MPOs could result in:
 - Some loss (~18%) of NCDOT PL funds
 - Possible increase in Sections 5310/5311 transit funding
- Most recent changes at NCDOT (SPOT program) emphasize performance-based planning

Policy Findings/Considerations:

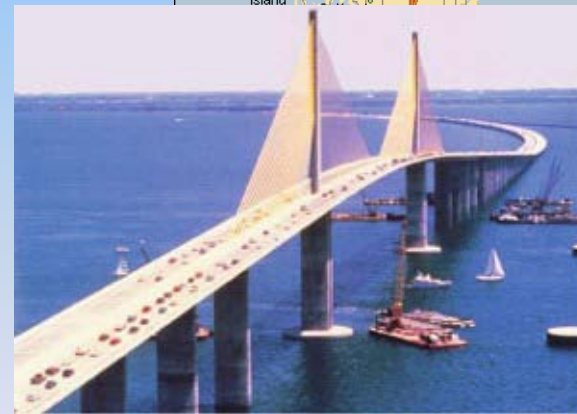
- Internal feedback emphasized:
 - Importance of staff support
 - Concern for local voice on local projects and needs
 - Frustration at funding, voice, moving regional projects
 - Multi-modal/transit concerns

- External study emphasized:
 - Greater success at funding, integrated planning, voice and movement on regional projects
 - Better tools/successes at engagement of public and stakeholders
 - Importance of maintaining local voice and projects



Learning from Tampa-St. Pete's Approach

- Provides regional structure for regional planning and projects
- Provides local input and control of local projects
- Maintains local voices and local control of local projects
- Provides platform for regional funding solutions
- Can evolve as needed



***Chart on Page 11 of your handout**

BUT...we could pull out all our hair trying to come to a solution....



We want to engage you in helping to identify how to get to the best of both worlds...

- ❖ Regional voice for regional projects
- ❖ Local voice and attention to local projects

Your Turn for Feedback

- Table Discussion on the issues, the findings, some possible alternatives
- Clicker voting to get the sense of the group here today



Table Discussion Questions (45 minutes)

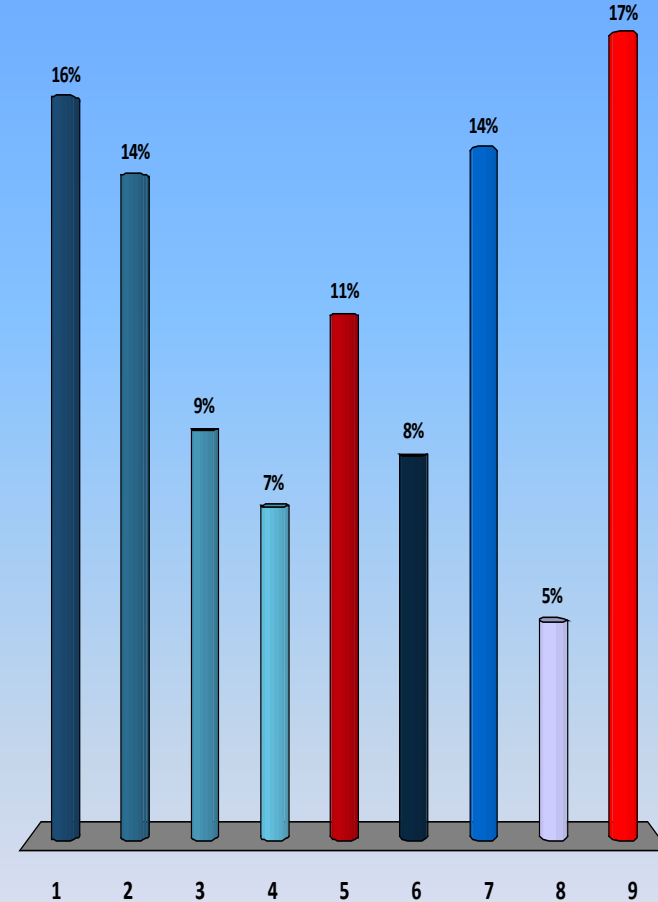
1. What are the region's critical transportation issues?
2. Which of those issues could we address, if we chose?
3. Will our current organizational arrangements meet current and future needs?
4. What do you think of the options proposed? Would either of them help, and if so, how?
5. Do we need a new way of generating and controlling local transportation project funding?

Do you believe the region has transportation issues?



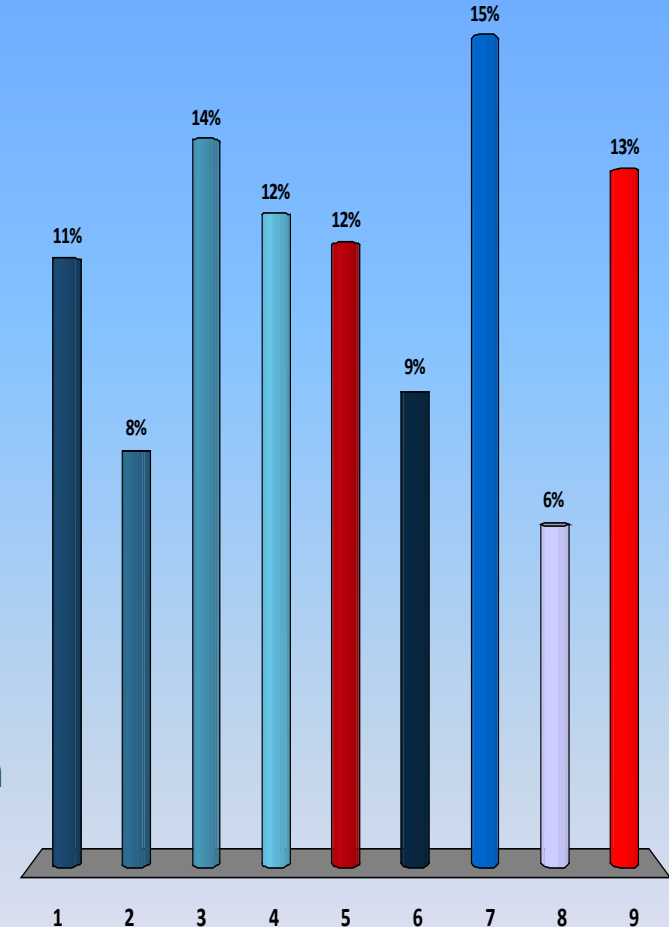
What do you see as the region's critical transportation issues? (Choose up to 4)

1. Traffic congestion
2. Takes too long to complete large regional projects
3. Lack of coordination among MPOs, RPOs and NCDOT
4. No unified regional voice in Raleigh or DC on larger projects
5. Not enough local/regional decision-making authority
6. Behind other areas on an effective regional transit system
7. Not enough linkage of land use and transportation planning
8. Not enough public and stakeholder engagement in transportation planning
9. Not enough money, especially for smaller local projects



If you could choose, which issues should the region address? (Choose up to 4)

1. Traffic congestion
2. Takes too long to complete large regional projects
3. Lack of coordination among MPOs, RPOs and NCDOT
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Do you believe that a change in regional transportation planning structures or decision making would better address the regional transportation issues identified above?

33% 1. Yes

50% 2. Yes, but only if it helps us to access/leverage additional funding for transportation projects

8% 3. No

9% Not sure

Is a system of stratified responsibilities (individual MPOs and RPOs handle local issues and a regional umbrella organization that handles regional/statewide projects, as is done in Tampa-St. Petersburg) necessary or desirable?

12% 1. Necessary

38% 2. Desirable

28% 3. Both

12% 4. Neither

9% Not sure

Is a unified system (a single transportation planning organization for the region) necessary or desirable?

4% 1. Necessary

19% 2. Desirable

13% 3. Both

46% 4. Neither

17% Not sure

Which structure do you believe would be more successful in enabling the region and local jurisdictions in addressing the transportation issues that you identified above?

-
- A horizontal bar chart with four bars of decreasing length from top to bottom. The bars are colored in shades of teal and blue. The first bar is the longest, followed by the second, third, and fourth. The percentages are listed to the left of each bar, and the corresponding structure names are listed to the right.
- | Percentage | Structure |
|------------|--|
| 64% | 1. Stratified (Tampa-St. Petersburg example) |
| 17% | 2. Unified (single organization) |
| 12% | 3. Existing |
| 6% | 4. Not sure |
- 64%** 1. Stratified (Tampa-St. Petersburg example)
 - 17%** 2. Unified (single organization)
 - 12%** 3. Existing
 - 6%** 4. Not sure

Is a locally generated and controlled transportation funding program, such as SC's Pennies for Progress, necessary or desirable?

23% 1. Necessary

27% 2. Desirable

35% 3. Both

7% 4. Neither

9% Not sure

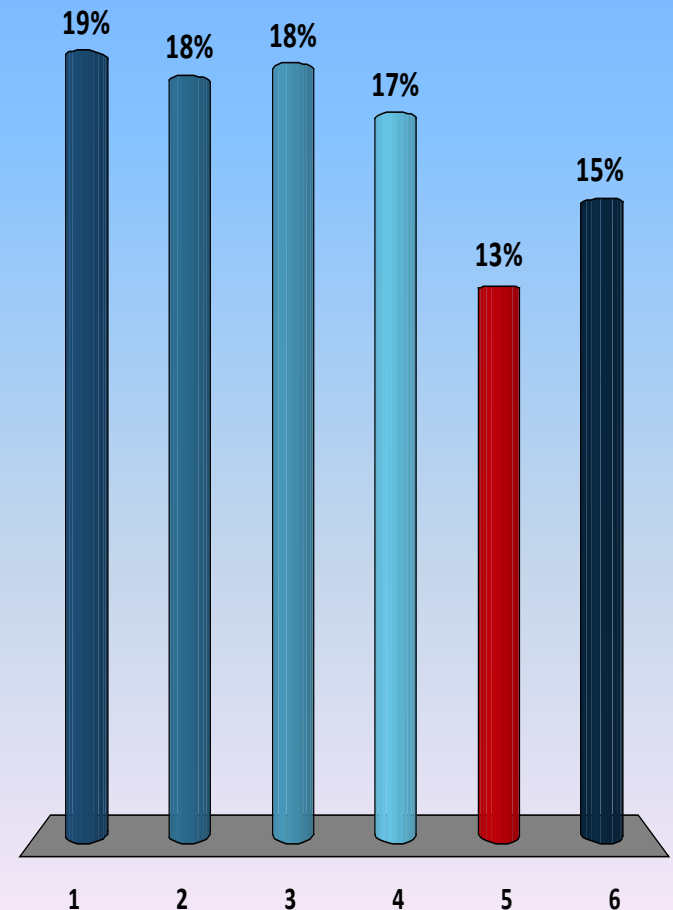
Should any of the funds raised by a locally-generated and controlled source be available as leveraged funds for mutually-agreed-upon regional transportation projects/facilities?

72% **1. Yes**

28% **No**

Which of the following steps would you now support as constructive and timely to move regional transportation planning forward? (Select up to 4)

1. Hold region-wide presentation/discussion of options
2. Discuss funding formula alternatives/implications with the state/federal agencies
3. Partner with NCDOT to create a pilot regional transportation strategy
4. Seek funding to develop and implement a linked regional transportation-land use framework
5. Seek any required enabling legislation during the 2011 session
6. Create a regional transportation policy board to address regional needs.



Some Next Steps

- Presentations to MPOs/RPOs
- Presentations to other key stakeholders to encourage engagement
- Consultation with NCDOT
- Further analysis of funding considerations
- ...



Some More Next Steps

