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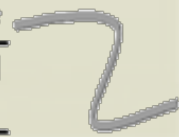
Introduction to the Metropolitan Transportation Planning Process COG 101

Adapted by
Kern Council of Governments
(Kern COG)
2021



*Better Planning –
Better Transportation*

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Kern Council of Governments (COG)



The Kern COG Board:

11 Elected City Council Member from the 11 Kern County cities
2 Members of the Board of Supervisors

Ex-Officio Members from:

Military Joint Planning Policy Board District

Golden Empire Transit

Caltrans District 6



Voting Structure of the Board

- All Board members with voting privileges can vote
- 2-Hats: 1) Transportation Planning Policy Committee (TPPC) and 2) the Board
- Board can contain “ex-officio” members that participate but don’t vote



Kern COG Committee Structure



Council of Governments (COG) Basics



DESIGNATED RESPONSIBILITIES:

- Federally designated **MPO** = **Metropolitan Planning Organization**
- State designated **RTPA** = Regional Transportation Planning Agency
- Locally established **KMAA** = Kern Motorist Aid Authority – 511 program
- State/Federal designated **CMA** = Congestion Management Agency
- State designated Affiliate Data Center – U.S. Census coordination/training
- State/Federal designated Local Clearinghouse for grant applications
- Federally designated Home Mortgage Disclosure Depository



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The MPO as the Forum



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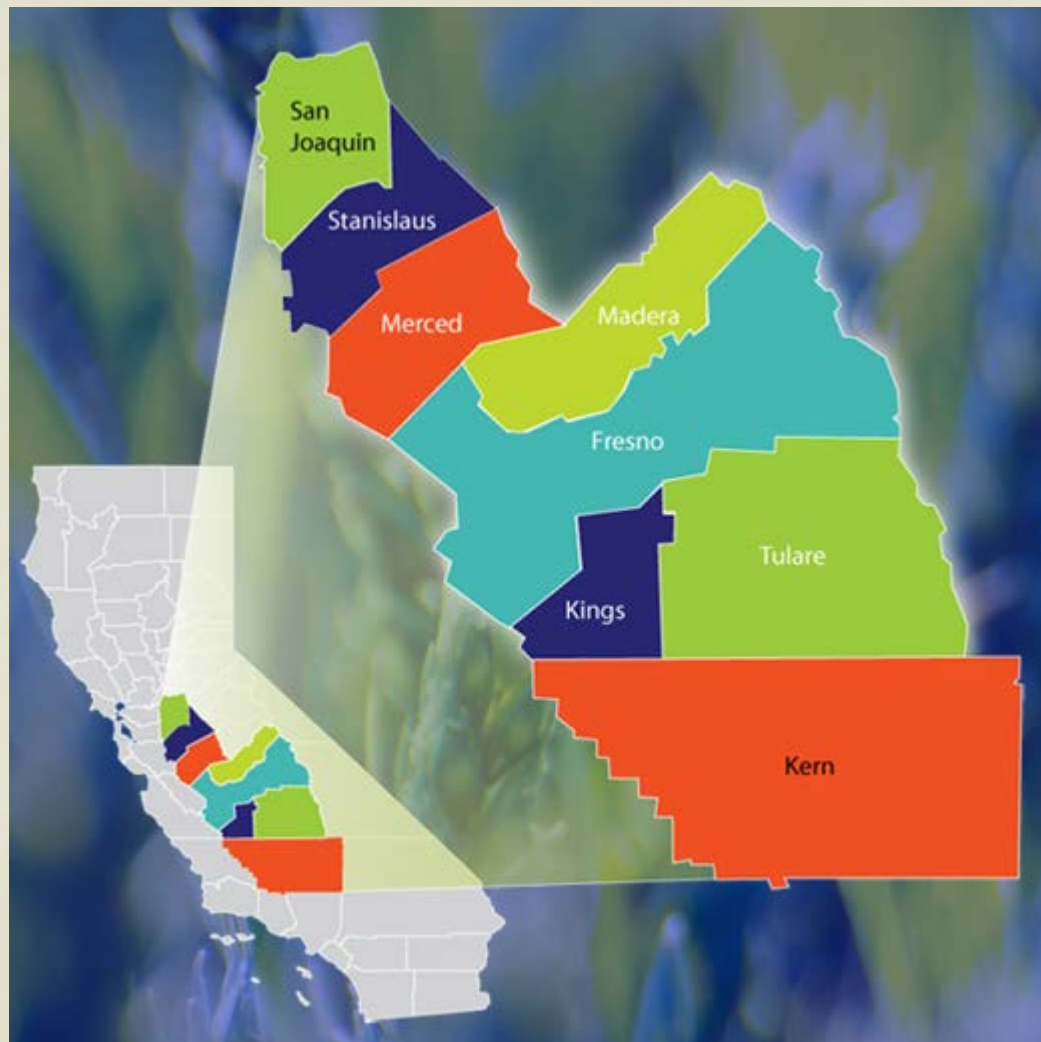




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Working Beyond Jurisdictions

- MPO is the forum for discussion
 - Place to air issues
 - Find solutions that benefit all jurisdictions/regions
- MPOs work with adjoining regions
 - Consistency of projects
 - Multi-regional projects





The People in the Process





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Key Decisions and Products



- Long-Term Regional Transportation Plan (RTP)
- Short-Term Transportation Improvement Program/Plan (TIP)
- Public Participation Plan
- Overall Work Program (OWP)





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Regional Transportation Plan (RTP)

To be Eligible for Federal Funds:

- **a project must be consistent with the approved transportation plan**





The Long-Term RTP...

- Documents conclusions and decisions
- Includes long term and short term policies, strategies, and actions
- Covers capital improvements and operations
- Addresses federal requirements including:
 - Movement of People and Goods
 - Environmental Mitigation
 - Environmental Justice
- Is financially constrained by reasonably available resources





Short-Term Transportation Improvement Program (TIP)

- Allocates limited transportation funds to projects and programs
- List of transportation projects to be implemented in the short-term (no less than 4 years)
- Includes nearly all federally funded surface transportation projects
- Includes all regionally significant projects – regardless of funding source in air quality non-attainment and maintenance areas
- Identifies funding source for each project





Programming Transportation Improvements

- TIP adoption requires identifying top priority projects for funding
- The total cost of worthy projects always exceeds available funding – must set priorities
- The TIP and STIP are products of the programming process





Characteristics of a Successful Programming Process – Collaborative, Comprehensive, Continuous

- Early consensus on planning goals
- Effective communication among technical and policy leaders
- Continuous public involvement
- Qualitative as well as quantitative criteria





Federal Requirements for Public Involvement

- MPOs must prepare a public involvement plan
- Plan must be proactive and provide for:
 - ◆ *Complete information and timely public notice*
 - ◆ *Early and continuing involvement*
 - ◆ *Full public access to key decisions*
 - ◆ *Explicit consideration and response to input*





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Overall Work Program (OWP)

- Lists the metropolitan area's program of planning studies
- Identifies sources of funding, schedules and responsible agencies
- Coordinates the planning by all regional participants
- Describes all Federally-funded studies
- Lays out MPOs Strategic Plan

2018-2019
OVERALL WORK
PROGRAM



**Kern Council
of Governments**

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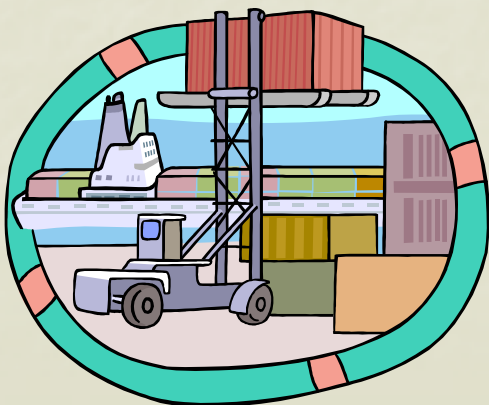
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Major Policy and Planning Issues



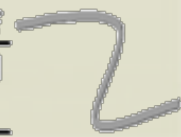
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Federal Transportation Funding

- Each state is different (in California there is a 60/40 split between Southern and Northern California, Kern is in the South)
- "Earmarked funding" such as High Priority Projects, i.e. Thomas Roads Improvement Program (TRIP)





Future Funding is Subject to Change

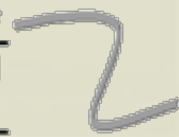
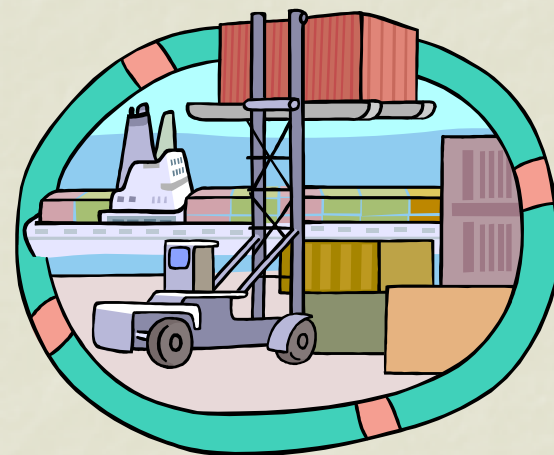
- Federal FAST Act was set to expire 9/30/20
- Administration & Congressional priorities may change
- Future motor fuel revenues may vary
- The Highway Trust Fund has been saved from insolvency by Congress multiple times





Freight Movement

- Good freight movement is vital to a region's economy
- MPO should examine how freight moves in and out of its region
- Engage the freight community to find "win-win" solutions to problems





Safety



- 2010 saw a reduction in fatality levels not seen since the 1950s.
- MPO can examine system for trends and allocate resources to address safety related issues.
- MPOs can serve as a forum for safety related discussion with applicable agencies.

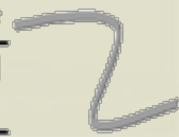




What is Conformity?



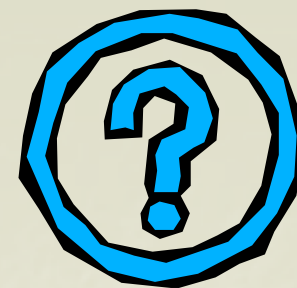
- Established by the Federal Clean Air Act
- Requires evaluation of emissions from transportation plans, programs, and projects BEFORE any element may be implemented;
- Applies in geographic areas where transportation-related pollutants violate national air quality standards; or
- Have violated national air quality standards in the past.
- Connects Air Quality and Transportation Planning





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Questions?



Additional Transportation Planning Background Info –

<https://www.kerncog.org/transportation-planning-background-information/>

A Guide to Transportation Decision Making 2015, FHWA (24 pages)

Transportation Funding in California 2018, Caltrans (40 pages)

California Mobility Investment Opportunities 2017, CTC (82 pages)

Transportation/Air Quality Conformity—A Basic Guide for State and Local Officials 2017, FHWA (24 pages)

Regional Planning & Climate Change – Understanding SB 375, (8 pages)

A Guide to Performance Based Planning, 2014 (188 pages)

The Briefing Book: Key Issues for Transportation Decision Makers, Officials, and Staff, 2015 (83 pages)





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Consider Kern COG an Extension to Your Local Government Staff.

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