

**Traverse City, MI
Metropolitan Planning Organization (MPO)
Designation Meeting**

February 23, 2023

Overview

- Provide a Background on MPOs, Census-Designated Urban Areas, and Federal Requirements
- Discuss Funding Sources for the Traverse City MPO
- Discuss Designation of the Traverse City MPO
- Required Planning Documents
- Provide Timeline
- Q&A

Introduction

- Census Bureau creates a new list of Urban Areas (UA) every 10 years, following decennial census
- Designation of new UAs has significant implications on the metropolitan transportation planning process:
 - 23 USC 134 (d)(1) and 49 USC 5303 (d) require every new urban area with 50,000+ population to be represented by a Metropolitan Planning Organization (MPO) to carry out the transportation planning process.
 - Based on the 2020 Census, the Traverse City-Garfield urban area has a population of 56,890 – qualifying it as a UA that must be represented by an MPO in order to receive federal-aid.

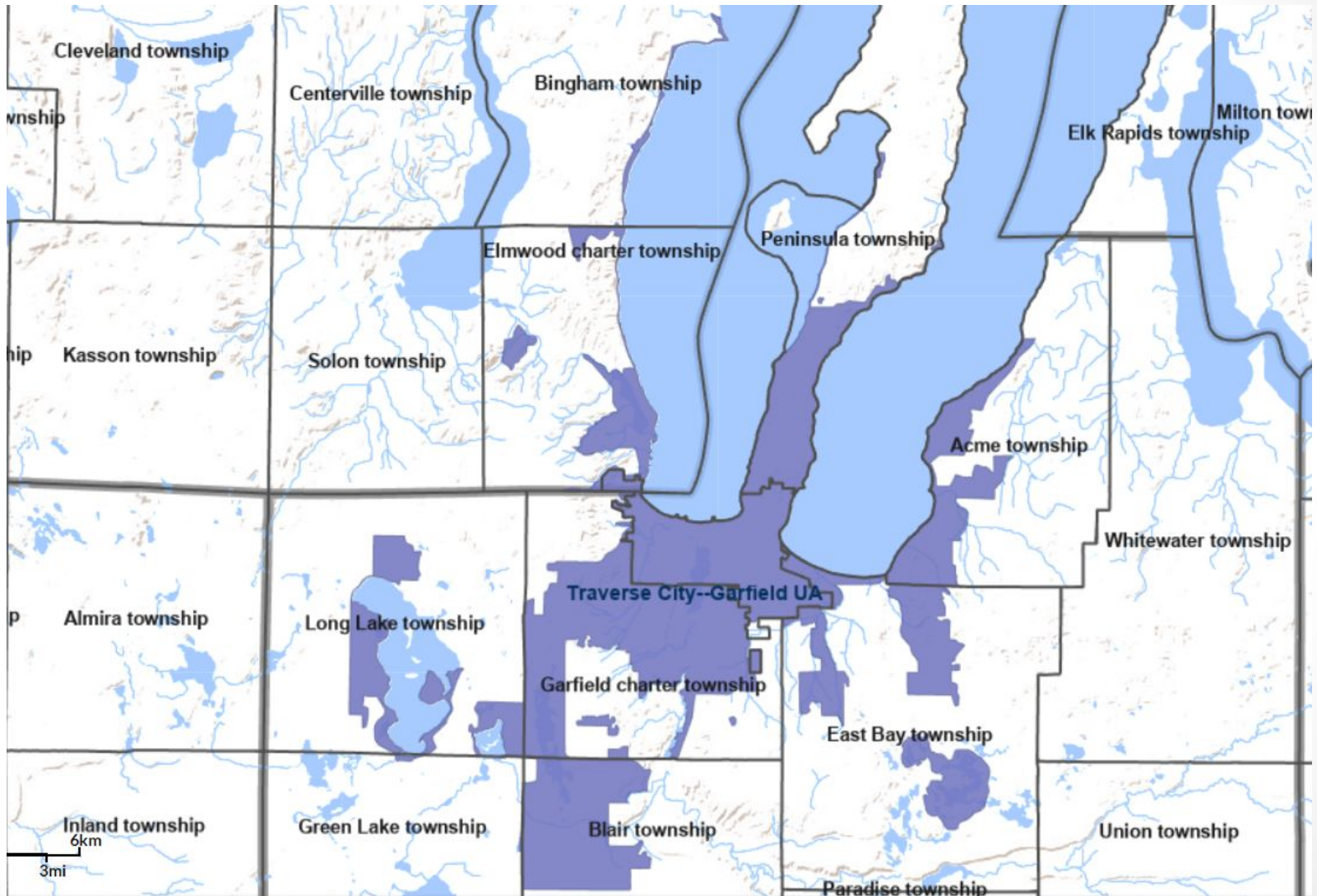
What is an MPO?

- The policy board of the organization is created to carry out the metropolitan transportation planning process.
- Designated by agreement with the Governor and units of local government which represent the affected population
- Required to carry out continuing, comprehensive, and cooperative (3C) urban transportation planning process.

Traverse City - Garfield Urban Area

- Population:
 - 2010 Census = urban area population of 47,109
 - 2020 Census = urban area population of 56,890
- Urban Area:
 - 2010 Urban Area = ~44 sq. miles
 - 2020 Urban Area = ~ 52 sq. miles

Traverse City Urban Area



Funding Implications

- Currently, Traverse City receives:
 - ~ \$385,000 in STP-Small Urban Program funds (to be replaced)
 - ~\$23,000 in SPR Funds for TTCl (will be replaced by CPG)
- After MPO designation, the UA would receive an estimated:
 - ~ \$1 million in STP-Small MPO funds
 - ~ \$228,000 in Consolidated Planning Grant (CPG) funds
 - ~ \$120,000 Carbon Reduction Funds
- The funding for the Rural Task Force will not change.

MPO Designation Checklist

- ✓ MPO Name
- ✓ MPA Boundary
- ✓ Bylaws
- ✓ Organizational Structure
- ✓ Policy Board Membership
- ✓ Intergovernmental Agreements
- ✓ Location of MPO

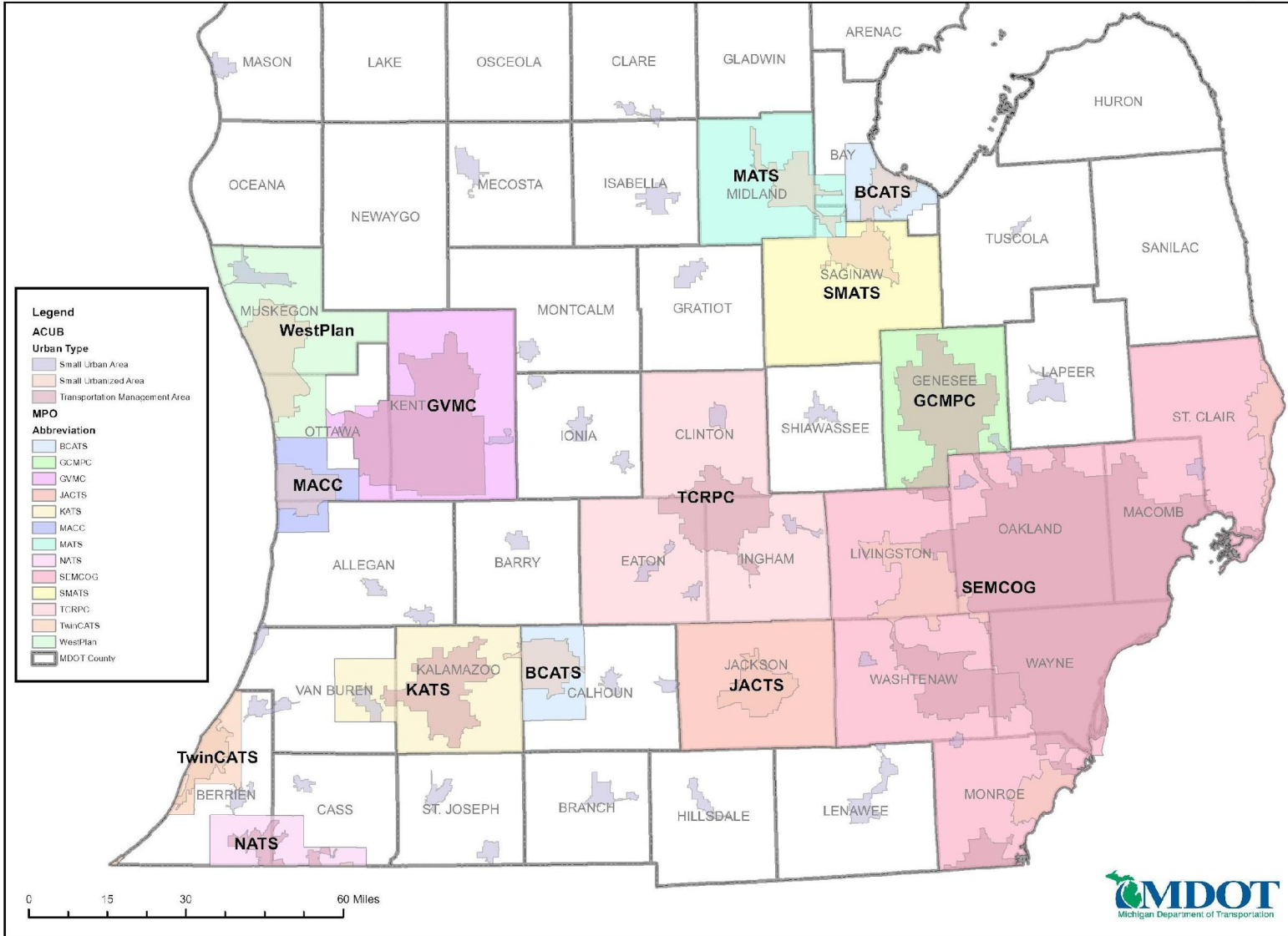
Metropolitan Planning Area

- The geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out.
- Shall encompass at least the existing urban area and the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan

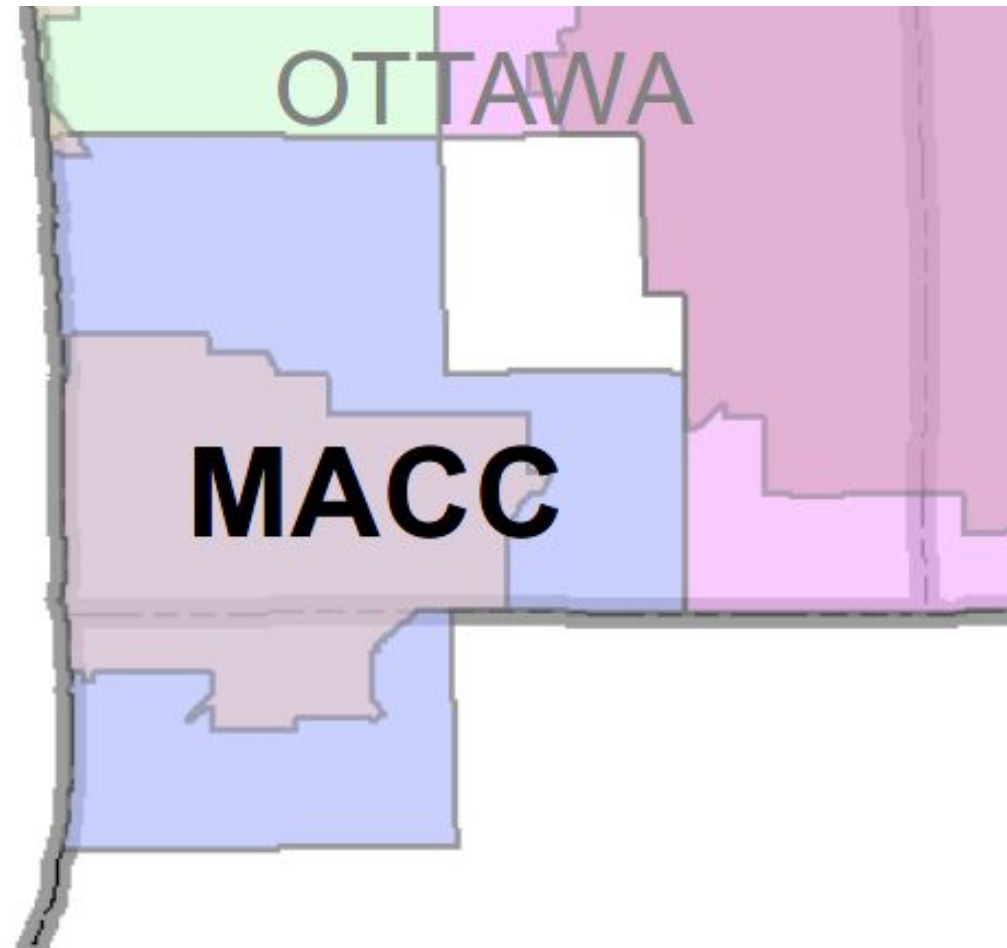
Michigan's Current MPOs

SDE 6/12/19

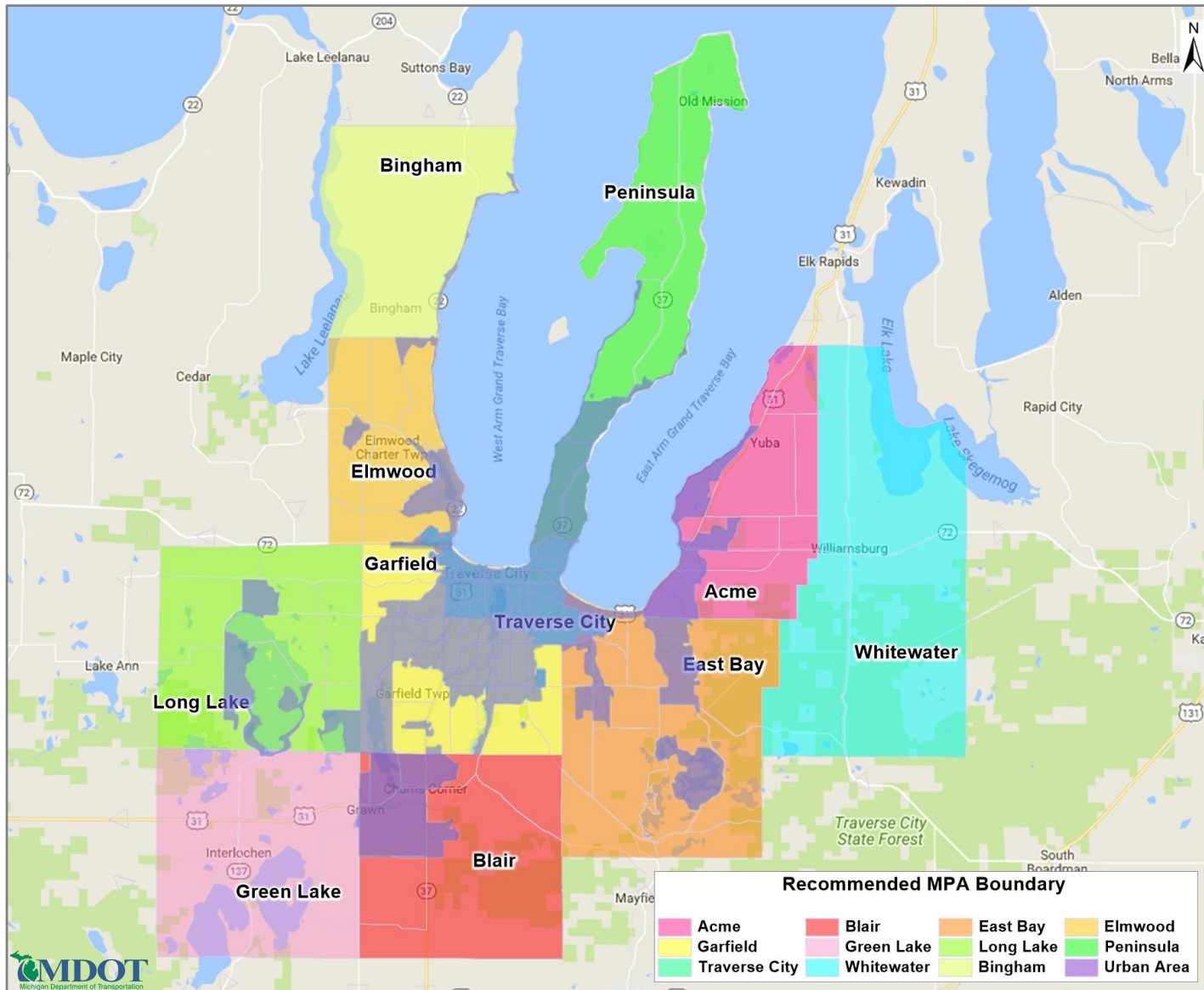
Michigan MPO Areas



Adjusted Census Urban Boundary



Recommended MPA Boundary



MPO Policy Committee Membership

23 USC 134(d)(2): *Each metropolitan planning organization that serves an area designated as a transportation management area, when designated or redesignated under this subsection, shall consist of -*

(A) local elected officials;

(B) officials of public agencies that administer or operate major modes of transportation in the metropolitan area; and

(C) appropriate State officials.

- Current TTCL:

- Traverse City
- Grand Traverse County
- Grand Traverse CRC
- Leelanau CRC
- Acme Township
- East Bay Charter Township
- Elmwood Charter Township
- Garfield Charter Township
- BATA
- MDOT North Region



- Possible Additions:

- Leelanau County
- MDOT Statewide Planning
- FHWA/FTA
- Grand Traverse Band of Ottawa and Chippewa Indians
- Cherry Capital Airport
- Northwestern Michigan College
- Other Townships/
Municipalities in MPA

MPO Technical Committee Membership

- Current TTCl:

- Traverse City
- Grand Traverse County
- Grand Traverse CRC
- Leelanau CRC
- Acme Township
- East Bay Charter Township
- Elmwood Charter Township
- Garfield Charter Township
- BATA
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Federally Required Documents

- Three planning documents MPO will need to develop in cooperation with MDOT and public transportation operators.
- Unified Planning Work Program (UPWP) – 23 CFR 450.308
- Metropolitan Transportation Plan (MTP) – 23 USC 134 (i)
- Transportation Improvement Program (TIP) – 23 USC 134 (j)

Unified Planning Work Program (UPWP)

- A statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area.
- At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

Metropolitan Transportation Plan (MTP)

- The official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process.
- 23 USC 134 (i)(6) requires that a Public Participation Plan be developed, provide all interested parties the opportunity to give public feedback.

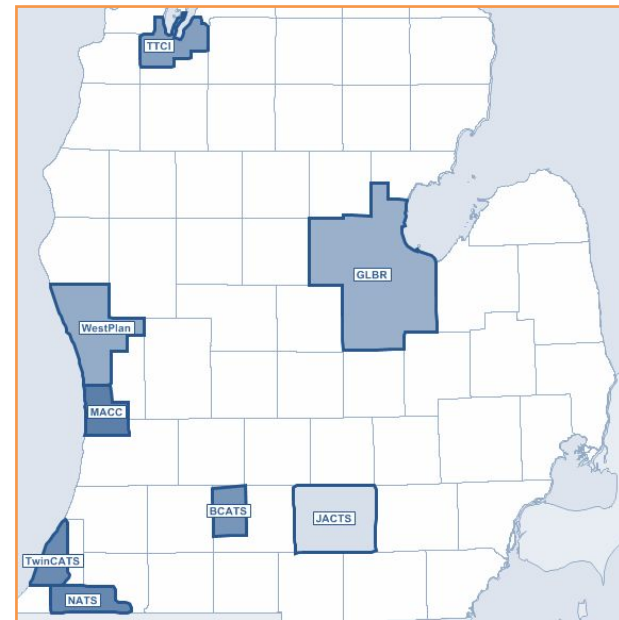
Travel Demand Model

What it is?

- A series of mathematical relationships used to estimate travel patterns
- Based on household travel characteristics

Why do we use it?

- Objective method to evaluate the federal aid road system
- MTP requirement
- Needs to be updated for each MTP



Travel Demand Model

How is it used?

Deficiencies Analysis (V/C)

Development of MTP Project list

Forecast: How changes in SE data affect traffic flows

Predict future traffic

System-wide Analysis

Test Alternatives

Air Quality Conformity Analysis

Work zones Analysis

What data is needed?

- **Base year**

- Road network and attributes
- Socioeconomic data
- Employment data
- Traffic count data

- **Future year**

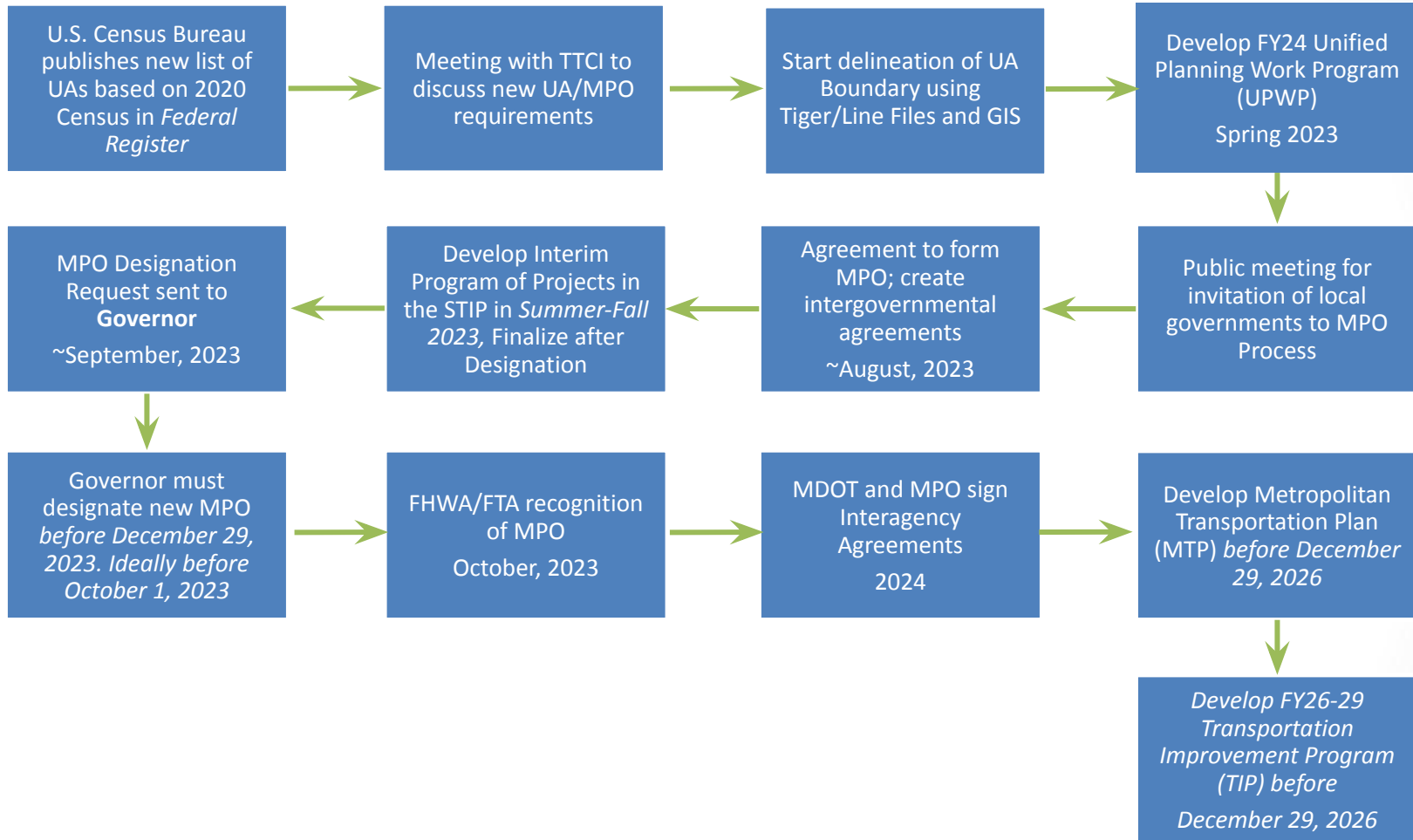
- Road network changes - Capacity project list
- Socioeconomic Data - Forecast
- Employment Data – Forecast

- Data developed in partnership with MPO
- Data needs to be reviewed and approved by the TAC and Policy Committees

Transportation Improvement Program (TIP)

- A prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process
- Must be consistent with the metropolitan transportation plan (MTP), and required for projects to be eligible for funding.
- Interim Program of Projects for FY24 and FY25 as part of the FY23-26 STIP for period between designation and FY26-29 TIP Approval.

Traverse City MPO Timeline



MDOT-SPS/OPT Roles and Responsibilities

- Provide Guidance During the MPO/BATA Designation Process
- Aid the MPO/BATA in the Transportation Planning Process
- Act as a primary contact/point of support for the MPO/BATA staff
- Act as a liaison between the MPO/BATA and FHWA/FTA
- Participate in Technical and Policy Committee meetings
- Review and Transmit all Federally Required Documents to FHWA/FTA

MDOT Contact List

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Questions

