

# Unlocking MPO Funding Tools to Support Sustainability



## CAPACITY BUILDING WEBINAR SERIES IMPLEMENTATION TEAM

AUGUST 14, 2013  
2PM – 3:30 PM EDT

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# Capacity Building Intermediary // Implementation Team



When your organization received technical assistance (TA) or a grant from the federal Partnership for Sustainable Communities through EPA or HUD, it became eligible to participate in capacity building services. These services will help you gain access to technical experts and additional resources to support the successful implementation of your grant. Reconnecting America is leading the team that will focus on the implementation of planning activities. Other team members are Strategic Economics, the Center for Neighborhood Technology, Enterprise Community Partners, the Center for Creative Land Recycling and Kim Burnett Consulting. Team Implementation will be providing a range of targeted, collective and one-on-one activities, best practices, case studies and resources to support all Sustainable Communities grantees with implementation efforts. The following issue brief is the first in the implementation series.

The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the views of the Government.

# Technical Details



Materials will be available on the Sustainable Communities Learning Network: <http://www.sclearningnetwork.org/> and on the Reconnecting America website.

Q and A at the end.

- Write in questions via the chat button.
- Or “raise your hand.”
  - You must call in using the audio-pin to ask a question directly.

# Unlocking MPO Funding Tools to Support Sustainability



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AUGUST 14, 2013

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# Today's Presenters



- **Kick-off and Introductions**
  - Catherine Cox Blair, Reconnecting America
- **Unlocking MAP-21 and Understanding MPOs**
  - Mariia Zimmerman, MZ Strategies, LLC
- **Regional Examples & Best Practices**
  - James Cromar, Broward County MPO, FL
  - Dan Reuter, Atlanta Regional Commission, GA
  - Paul Allen, Metropolitan Council, MN

# Unlocking MAP-21 & Understanding MPOs

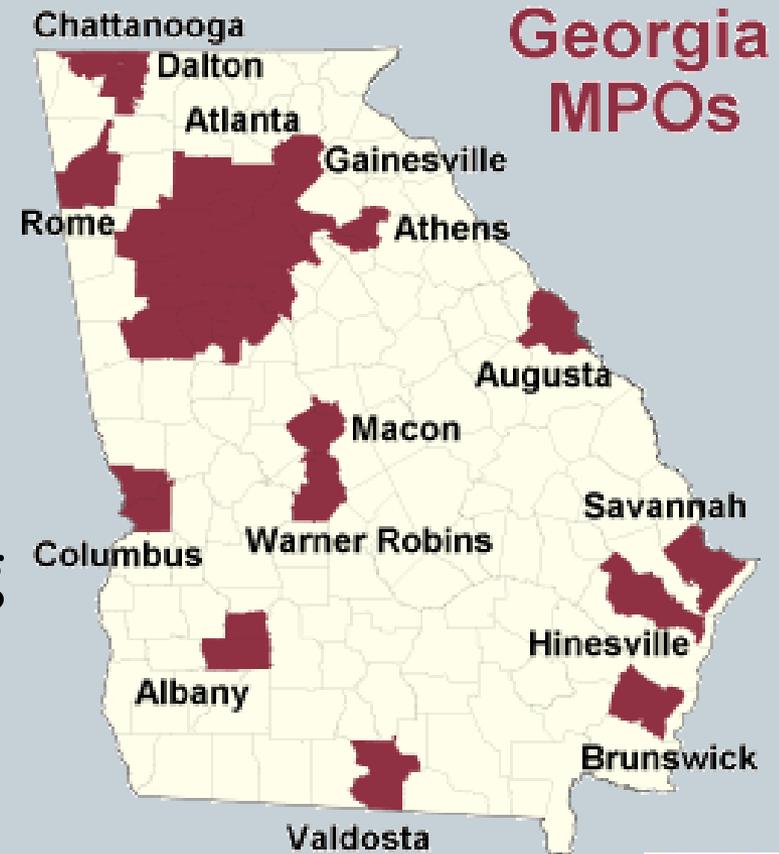


- Forthcoming paper by MZ Strategies, LLC for **Enterprise Community Partners: MAP-21 and Equitable TOD**
- Finance challenges fall loosely into four categories:
  - funding needed to support planning activities;
  - pre-development costs that may include land assembly and site remediation;
  - station area infrastructure costs, including the actual transit service; and
  - development costs, including those unique to affordable housing and mixed-use development, both of which may require some level of subsidy.

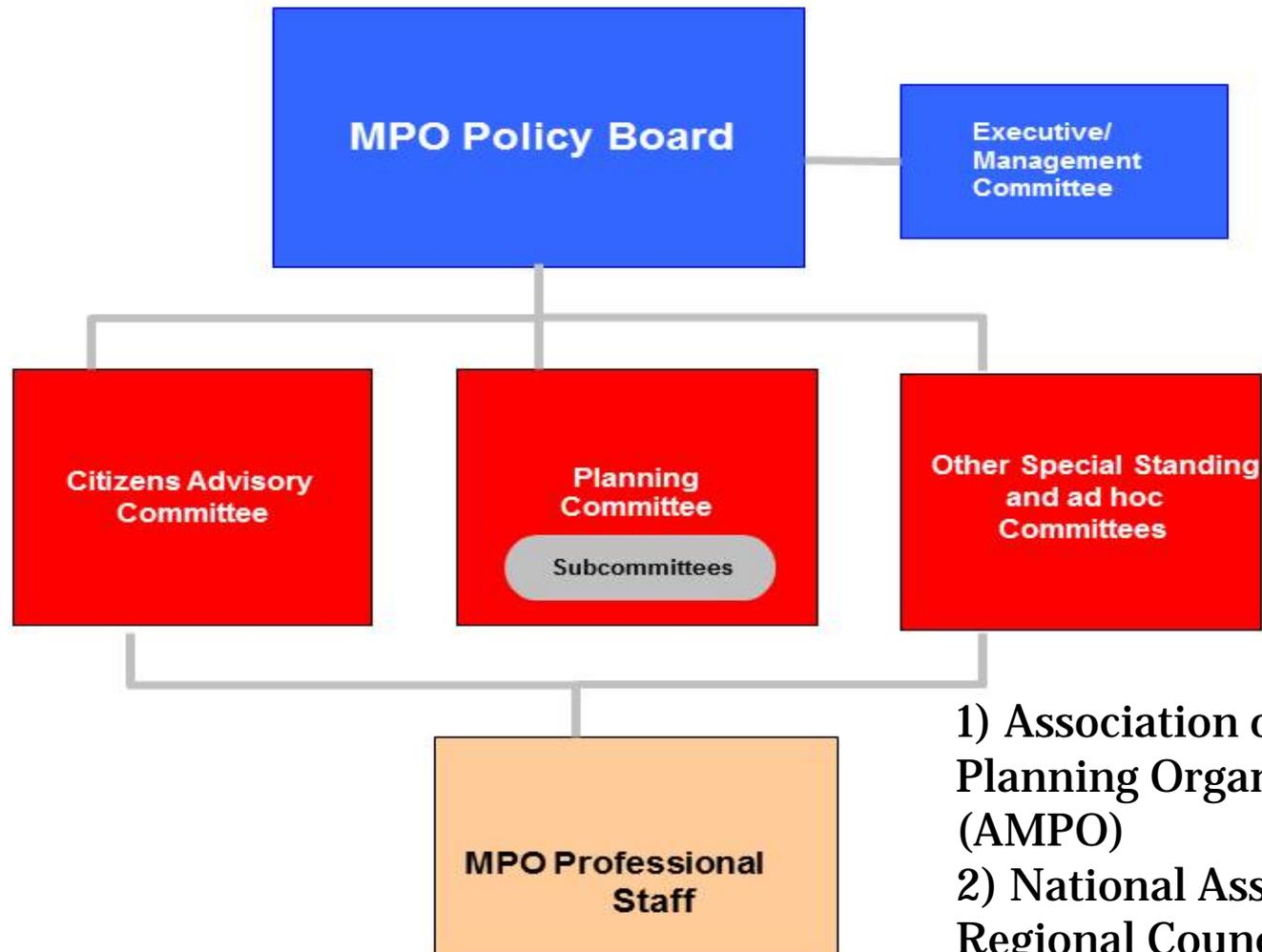
# MPOs emerging as important partners



- convening cross jurisdictional partners
- regional transportation planning
- programming and prioritizing funding



# MPO Structure



- 1) Association of Metropolitan Planning Organizations (AMPO)
- 2) National Association of Regional Councils (NARC)

# MPO Purpose under MAP-21



- established guidelines for metropolitan transportation planning, including assisting mobility needs, encouraging economic development, and improving air quality while minimizing fuel consumption and congestion (49 USC § 5303, 2012).
- maintains requirements for statewide transportation plans and improvement programs (49 USC § 5304).
- provides for TOD-related projects through “integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the State.” (49 USC § 5304, 2012).
- requires voting transit representation in order to elevate transit within metropolitan planning, to support better coordination of highway and transit investments, and to represent transit funding needs (§52004 23USC 134(d)(2)).

# Federally Required MPO Products

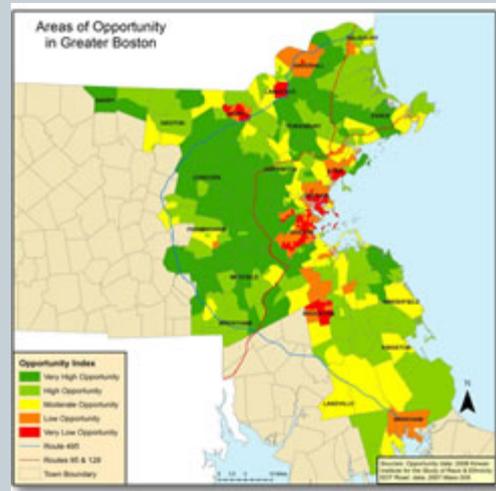


	Time Horizon	Content	Update Requirements	TOD Relevance
<b>Unified Planning Work Program</b>	1-2 years	Planning Studies; Tasks Budget	Annual	May include TOD studies, research and corridor planning studies
<b>Metropolitan Transportation Plan (Long Range Plan)</b>	20 years (minimum)	Future Goals and Policy Priorities	4 years for air quality non-attainment and maintenance areas;	Provides regional vision for transit expansion and service, land use or growth policies and projections
<b>Transportation Improvement Program (TIP)</b>	4 years	Transportation Investment Projects	4 years (though can be amended at any time)	Indicates investments in highways, transit, bridges, trails, etc.

# Who is at the Table Matters to Setting Regional Priorities, Defining Issues, & Making Investments



- Public Notification vs. Community Engagement vs. Inclusive Decision Making
- Formal and Informal Involvement Strategies
- Data, Mapping, & Visualization Tools



# Key MAP 21 Funding Programs

- Three primary “Highway” programs under Title 23:
  - Transportation Alternatives Program (TAP)
  - Congestion Mitigation and Air Quality (CMAQ) program
  - Surface Transportation Program (STP).
- Key Transit programs under Title 49:
  - Major Capital Investment Program for New Starts, Small Starts and Core Capacity
  - Formula Funds
  - Authority under Joint Development
  - TOD Planning Pilot Program
- US DOT Cats and Dogs:
  - TIGER and TIFIA

# Transportation Alternatives Program



- Merges Transportation Enhancements, Safe Routes to Schools, and Recreational Trails programs but only authorized \$808 million, almost 25% less than previously available.
- Funds wide variety of programs and projects defined as alternatives to driving, including improvements to public transportation accessibility and community improvement activities.
- TAP funding is administered by the state and calculated as 2 percent of highway funding via states' funding formula takedown (MAP-21 Section 1122; 23 USC 101, 206, 213, 2012).
- States are required to obligate funds in urbanized areas over 200,000 with projects selected by a competitive process administered by the MPO.
- Local governments and school districts are eligible to receive TAP funds.

# Congestion Mitigation & Air Quality Program



- Formula funding: federal air quality standards, pollution levels, population and VMT
- Funds variety of projects that reduce travel demand, relieve congestion and reduce pollution levels, including up to 3 years of transit operating assistance
- MPO allocates CMAQ funds through the regional solicitation process
- MAP-21 allows MPOs to flex up to 50% of CMAQ funds to other programs, which again creates the scenario where state DOTs may decide to use these funds for other purposes, such as highway construction

# Surface Transportation Program



- Broad eligibility and flexibility = enormous demand
- Metropolitan STP funds are allocated through a regional solicitation process
- STP funds are eligible for transit investments and for road or streetscape improvements, including sidewalks, trails, or new street connectivity for a redeveloped TOD area.
- Carpool projects and corridor parking investments are also eligible, opening the door for using STP to support TOD-related infrastructure costs, structured parking.
- If allocated for a Title 49 eligible purpose, FTA administers these funds but, importantly, these funds may require the same non-federal matching share as they would require for highway purposes if administered by FHWA.

# Utilizing MAP-21's Flexibility



- Livability Programs to support local planning and capital investments
  - Albany, NY; Atlanta, GA; Portland, OR; San Francisco, CA
- Pooling federal funds on eligible projects
- Swapping local and federal funding to maximize efficiencies and flexibility
- Planning for Readiness: Financing and Projects



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# Unlocking MPO tools to Support Implementation of Sustainability Plans



Thank you!



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