

Comparison of Regional Transportation Planning Requirements For Subject Metropolitan Planning Organizations

Denver Regional Council of Governments (DRCOG)
North Central Texas Council of Governments (NCTCOG)
Maricopa Association of Governments (MAG)
Puget Sound Regional Council (PSRC)

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The Subject MPOs

Subject Metropolitan Area	Denver, Colorado Tabs 1-10 ¹	Dallas-Ft. Worth, Texas Tab 11-20	Phoenix, Arizona Tabs 21 - 30	Seattle, Washington Tabs 31-40
	DRCOG	NCTCOG	MAG	PSRC
MPO	The Denver Regional Council of Governments (DRCOG) is the MPO for the Denver Transportation Management Area and is a vehicle for intergovernmental cooperation on urban development issues.	The North Central Texas Council Of Governments (NCTCOG) is the MPO for the Dallas-Fort Worth region. NCTCOG is a voluntary association of counties, cities, school districts and special districts.	The Maricopa Association of Governments (MAG) is the Council of Governments (COG) that also serves as the designated regional MPO for transportation planning in the metropolitan Phoenix area.	The Puget Sound Regional Council (PSRC) is a planning association of cities, towns, counties, ports and state agencies designated as the MPO for the Seattle-Tacoma-Everett area.

State Requirements – MPOs

	Tab 2 - Summary and Code	Tab 12 - Summary and Code	Tab 22 - Summary and Code	Tab 32 - Summary and Code
Creates a planning body	<p>Statutes allow the creation of a regional planning commission (RPC) for a region defined as agreed upon by the cooperating governing bodies.</p> <p>The State Constitution permits cooperation or contractual arrangements between governmental entities to provide any function, service, or facility lawfully authorized to each such unit.</p>	<p>The Code permits local governmental units to join and cooperate as Regional Planning Commissions (known by several different names including councils of government).</p>	<p>Although MAG performs several important tasks mandated by state law, state law does not form MAG.</p> <p>MAG has been designated by the Governor's Office to serve as the principal planning agency for the region.</p>	<p>Washington law establishes regional transportation planning organizations (RTPOs) to work on growth management as well as transportation issues through voluntary association of local governments within a county, or within geographically contiguous counties. RTPOs are similar to MPOs, but also include rural areas.</p>
Defines the role of local governments in regional planning	<p>Political subdivisions may share costs, impose taxes, jointly exercise functions and incur debt as authorized to a separate legal entity by the cooperating or contracting government bodies.</p> <p>Political subdivisions may form and maintain cooperative associations to investigate, discuss, act, and lobby to promote the interests and welfare of the several political subdivisions.</p> <p>The county hearing process is the proper</p>	<p>Any combination of municipalities, counties, authorities, districts or other political subdivisions may agree to establish a commission, designate a region, and plan for development of the region.</p> <p>A participating governmental unit may appropriate funds to a commission's costs and expenses.</p> <p>Participating governments may by joint agreement determine the number and qualifications of members of the governing body of the commission.</p>	<p>No comparable provision.</p>	<p>The Interlocal Cooperation Act authorizes the joint exercise of certain powers by public agencies. Agreements between member governments may take the form of a formal contract for services, a joint service agreement or service exchange agreements.</p> <p>The Metropolitan Municipal Corporations Act provides a means for cities and counties of the populous metro areas to act jointly to address problems and to obtain essential services not adequately provided by existing</p>

¹ Refers to the Tab # of the source materials available to the study committee on request.

	forum for local government input into the program of transportation projects.			agencies of local government. Counties in populous regions may create a local Regional Transportation Authority to plan and implement a high capacity transportation system within the region.
Defines MPO structure	DRCOG accepted the provisions of the Colorado Nonprofit Corporations Act. DRCOG is a “body politic and corporate” with power to sue and be sued.	Defines a COG as a political subdivision.	No comparable provision	Requires each RTPO to create a transportation board to provide policy advice to the RTPO.
Defines MPO function and responsibilities	<p>Cooperate with the state and other governmental agencies in carrying out “3-C” transportation planning.</p> <p>Prepare a 20-year regional plan, which include statutorily defined requirements. The plan must also prioritize transportation improvements. The regional plan must state the fiscal need and what can be reasonably be implemented with estimated available revenues.</p> <p>Approve each component part or corridor, and the financing and technology, of a fixed guideway mass transit system before the metropolitan Denver transit authority (the Regional Transportation District or RTD) may take action relating to the construction of the system.</p> <p>Cooperate with the Colorado Department of Transportation (CDOT) to develop a procedure for the fair and equitable distribution of federal transportation funds.</p> <p>Receive and expend all funds for the purposes for which the commission exists.</p>	<p>Texas statutes require a COG to maintain a comprehensive development planning process to assess the needs and resources of a region, formulate goals, objectives, policies and standards to guide the long-range physical, economic, and human resource development of a region. A COG must prepare plans and programs that:</p> <ul style="list-style-type: none"> • Identify alternative courses of action and the relationships among the activities in the plan; • Specify the appropriate ordering in time of activities; • Take into account other relevant factors affecting desired regional development; • Provide an overall framework and guide for plans; • Make long-range programming and capital project financing recommendations; • Make other appropriate recommendations. <p>An <i>Agreement</i> negotiated in 1988 between the Governor and NCTCOG, as the MPO, placed certain mandates upon the MPO. [See the section below regarding Intergovernmental Agreements.]</p> <p>The MPO maintains a formal agreement with TxDOT that defines each entity responsibilities. [See the section below regarding Intergovernmental Agreements.]</p> <p>An <i>Agreement</i> negotiated in 1988 between the Governor and NCTCOG, as the MPO, placed the following mandates upon the MPO:</p> <ul style="list-style-type: none"> • Develop or assist in the development of a multi-modal transportation planning process. • Prepare a Unified Work Program • Insure that transportation planning in the urbanized area is “successful, coordinated, 	<p>Responsibilities are:</p> <ul style="list-style-type: none"> • Plan freeway corridors. • Adopt freeway prioritization criteria. • Approve freeway priorities. • Approve material cost increases. • Issue an annual report on the status of the system. <p>Pursuant to Executive Order, the MPO also has a role in developing population estimates and projections.</p>	<p>Washington statutes define these duties:</p> <ul style="list-style-type: none"> • Prepare/update a regional transportation strategy; • Prepare an RTP covering regionally significant transportation projects; • Certify that transportation elements of county and municipal plan conform and are consistent with state law and the RTP; • Develop a six-year TIP; • Designate a lead planning agency to coordinate the RTP preparation; • Review evaluation methodologies and develop service standards or alternative trans. performance measures; • Certify that all transportation projects within the region that have a significant impact upon regional facilities or services are consistent with the RTP; • Cooperate with the WDOT to identify and jointly plan improvements within corridors important to moving people and goods on a regional or statewide basis. <p>Explicit elements must be included in a comprehensive plan, including land use, facilities, finance, intergovernmental coordination efforts and demand-management strategies.</p> <p>Comprehensive plans must be consistent with those of adjacent areas and those with related regional issues.</p> <p>The MPO must form guidelines that provide specific direction for the development and evaluation of the transportation elements of comprehensive plans and to insure that state, regional, and local goals for transportation system developments are</p>

		<p>and integrated with other comprehensive planning in the State Planning Region".</p> <ul style="list-style-type: none"> • Use the Committee structure to give the MPO overall transportation policy guidance. • Contract with the State Department of Highways and Public Transportation. 		<p>met.</p> <p>The RTP must include financial planning and cost-effective measures.</p> <p>The organization must create a transportation policy board that includes certain mandatory participants to provide policy advice</p>
Defines the membership of the MPO	Membership is defined in the Articles of Association in accordance with the provisions of the Colorado Nonprofit Corporations Act.	<p>Any combination of counties and municipalities or of counties and municipalities may agree to establish a commission, designate a region, and plan for the development of the region.</p> <p>At least two-thirds of the members must be elected officials of participating counties or municipalities.</p>	No comparable provision.	<p>Each RTPO must have as members all counties within the region, and at least 60% of the cities and towns within the region representing a minimum of 75% of the cities' and towns' population.</p> <p>Mandatory participants in the PSRC are major employers, WSDOT, transit districts, port districts, and member cities, towns, and counties within the region.</p> <p>State law requires that the PSRC include two state agencies (the WSDOT and the state Transportation Commission) and the Ports of Everett, Seattle and Tacoma.</p>
Delineates activities in which an MPO may <u>not</u> engage	No comparable provision.	<p>A commission has no regulatory power or the authority possessed by cities, counties or other local governments.</p> <p>A commission does not have power to tax.</p> <p>A commission does not have the ability to bind member governments to decisions made by the commission.</p>	No comparable provision.	<p>PSRC is not a regulatory agency and is not intended to duplicate the activities of local and state operating agencies.</p> <p>PSRC has no taxing authority.</p>

<p>Delineates other bodies with planning responsibilities</p>	<p>The Colorado Department of Transportation (CDOT) must integrate the RTP into its comprehensive statewide transportation plan.</p> <p>CDOT must cooperate with public bodies and the MPOs to develop a procedure for a fair and equitable distribution of federal mass transit funds within the state.</p> <p>The statutes recognize the importance of CDOT's involvement to overall statewide planning.</p> <p>Authorizes the metropolitan Denver transit authority (RTD) to develop, maintain, and operate a mass transportation system for a district. The RTD may take no action relating to the construction of a fixed guideway mass transit system until such system has been approved by the designated MPO.</p>	<p>TxDOT is responsible for the following under the <i>Urban Transportation Planning Contract</i> with the MPO :</p> <ul style="list-style-type: none"> • Make available to the MPO the appropriate federal transportation planning funds and the required local matching funds as authorized by the Texas Transportation Commission. • Provide technical assistance and/or guidance in the collection, processing and forecasting of socio-economic data needed for traffic forecasts and planning proposals. • Collect, process and forecast vehicular travel volume data in cooperation with the MPO. • Jointly promote intermodal development of the state's transportation system. 	<p>Regional Public Transportation Authorities (RPTAs) are a statutory creation. The RPTA's board must develop a regional public transportation system plan and present, on a fiscal year basis, the capital and operating costs and revenue needed by source to fund the system plan.</p> <p>State law establishes the Citizens Transportation Oversight Committee (CTOC) in Maricopa County to review and advise the State Transportation Board, the Governor, the Director of the ADOT and the regional planning agency on matters relating to the regional freeway system. CTOC also holds public hearings and issues public reports.</p> <p>The Arizona Department of Transportation (ADOT) must do multimodal State transportation planning, cooperate and coordinate transportation planning with local governments and establish an annually updated priority program of capital improvements for all transportation modes. A.R.S. 28-332</p> <p>ADOT District Engineers identify candidate highway projects in coordination with MPOs and COGs.</p> <p>The State Transportation Board, a seven-member panel appointed by the governor, prioritizes individual airport and State highway projects. .A.R.S. 28-304</p>	<p>WSDOT, in cooperation with the RTP, must establish minimum standards for the development of a RTP.</p> <p>WSDOT must facilitate cooperation among RTPOs, and must identify and jointly plan improvements and strategies within corridors important on a regional and statewide basis.</p>
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Intergovernmental Agreements

	Tab 4	Tab 14	Tab 24 reserved	Tab 34
Date of the Agreement	1977	1992	1994, 1999	1998, 1998, 1996
Reference Document(s)	DRCOG, RTD and the State of Colorado entered into a <i>Memorandum of Agreement Regarding the Urban Transportation Planning Process</i> (the Agreement).	The MPO has established formal agreements addressing transportation planning that define the entities' responsibilities, such as the <i>Urban Transportation Planning Contract</i> (the Contract), with the State of Texas Department of Transportation (TxDOT).	<p>Staff reports that MAG is currently (July 1999) in the process of developing and compiling agreements with the partners in the transportation planning process.</p> <p>The <i>Certification Review</i> noted that in 1994, the MAG Regional Council and ADOT adopted an agreement for the process of planning and programming. [MAG did not make this document available for review].</p>	<p>Several documents define the interrelationships between the entities that comprise PSRC and take a role in transportation planning.</p> <p>(1). The <i>Puget Sound Interlocal Agreement for Regional Planning in the Central Puget Sound Area, March 19, 1998</i> (the 1998 Interlocal Agreement) with member governments establishes the organization's growth management, transportation, database, forum and technical assistance responsibilities. The 1998 Agreement, pursuant to the Interlocal Cooperation Act of 1967, Chapter 39.34 R.C.W. was authorized by the legislative body of each jurisdiction. It contains an extensive definition section, membership and representation specifics, general organization, functions and authority, relationship of the planning agency to local and state governments, and funding.</p> <p>(2). <i>Memorandum of Understanding for Planning Coordination and Cooperation...</i>, March 6, 1998 (1998 MOU). Parties to the 1998 MOU are PSRC and five local public transit operators.</p> <p>(3). <i>Memorandum of Understanding for Transportation Planning Coordination and Cooperation...</i>, December 3, 1996 version, between PSRC and WSDOT (1996 MOU).</p>

<p>Responsibilities under the Agreement</p>	<p>The Agreement defines its purposes and lays out a process for accomplishing these goals. It outlines a 19-step process by which comprehensive transportation planning and land use are coordinated. The Agreement calls for the creation of five primary documents:</p> <ul style="list-style-type: none"> • A Prospectus that spells out area transportation issues and accomplishments as well as procedures and responsibilities for each participating agency. • Annual Transportation Report that documents transportation planning activities, TIP implementation, and performance of the system in meeting the region's goals. • Transportation Plan, updated annually and including evaluation of projects. • Transportation Improvement Plan (TIP) • Unified Work Program to organize planning activities. <p>(This Agreement still governs the land use planning process for the Denver-Boulder SMA.)</p>	<p>The Contract delineates responsibilities for the State and for the MPO. Under the Contract the responsibilities of the MPO are:</p> <ul style="list-style-type: none"> • Utilize funds to develop and maintain a comprehensive regional transportation planning program in conformity with federal requirements. • Assemble and maintain staff to perform all MPO activities required by law. • Designate a full-time "Transportation Planning Director" to administer the program under planning policy direction from the MPO Transportation Policy Board. • Collect, maintain, forecast and report to the State appropriate socio-economic, roadway and travel data in cooperation with TxDOT. • Maintain required accounting records for state and federal funds. • Prepare all required plans, reports, programs, data and certifications. • Maintain a Transportation Planning General Information Data Base. • Develop a metropolitan transportation plan. • Share information and information sources concerning transportation planning issues. <p>The State's responsibilities, through TxDOT, are:</p> <ul style="list-style-type: none"> • Make available to the MPO the appropriate federal transportation planning funds and the required local matching funds as authorized by the Texas Transportation Commission. • Provide technical assistance and/or guidance in the collection, processing and forecasting of socio-economic data needed for traffic forecasts and planning proposals. • Collect, process and forecast vehicular travel volume data in cooperation with the MPO. • Jointly promote intermodal development of the state's transportation system. • Share information and information sources concerning transportation planning issues. 	<p>[Unavailable until agreements compiled]</p> <p>As part of the 1994 agreement, a matrix was developed to define the roles and responsibilities of MAG, ADOT, RPTA, FHWA/FTA and other agencies involved in carrying out transportation planning and programming responsibilities. The matrix covers such areas as the TIP, Long Range Transportation Plan, Management Systems, funding decisions and the UPWP. [MAG did not make this document available for review].</p>	<p>(1) The 1998 Interlocal Agreement highlights the following functions for PSRC:</p> <ul style="list-style-type: none"> • Meet MPO responsibilities, develop a RTP, review and approve expenditures of federal transportation funds, and identify short-range transportation system development needs and financial strategies. • Establish planning direction for regionally significant transportation projects, consistent with the regional growth management strategy • Fulfill RTPO (state) requirements, and ensure integrated land-use and transportation plans. • Establish regional transportation policy and priorities. In cooperation with WSDOT, set minimum standards for state government to integrate in its transportation planning and for local governments to reflect and include in the preparation of transportation elements of local comprehensive plans. • Maintain VISION 2020 as the adopted regional strategy and prepare multi-county planning policies. • Develop and maintain a regional data base, forecast and monitor economic, demographic and travel conditions as a basis for planning. • Provide technical assistance to governmental bodies. • Provide a forum to discuss emerging issues. <p>(2) The 1998 MOU defines organizational roles and responsibilities for transportation planning, programming (TIP) and public involvement for PSRC and the local public transit agencies (LPTAs). The document cites state and federal statutory references for definitional and functional requirements contained within the MOU. The MOU focuses on cooperative and well integrated multimodal transportation planning, programming and coordination between all regional agencies. Roles addressed under "Transportation Planning:"</p> <ul style="list-style-type: none"> • PSRC emphasis on coordinated comprehensive system and multimodal transportation planning in cooperation
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			<p>with local governments.</p> <ul style="list-style-type: none"> • RTA and LPTAs emphasis on system and operations planning consistent with the regional transportation plan. • RTA, LPTA and PSRC cooperation on major metropolitan transportation investment studies. • PSRC and WSDOT cooperation, in consultation with RTA and LPTAs, on congestion management systems. • Regional data coordination. <p>Likewise, programming responsibilities are divided among the signatories:</p> <ul style="list-style-type: none"> • PSRC -- in cooperation with RTS, LPTAs, WSDOT, and local general purpose governments – develops, adopts and maintains the regional TIP of all prioritized projects approved for funding. • PSRC will support future implementation of the regional public transportation system components by working with the other entities on a right-of-way review process. • RTA and LPTAs may submit applications to PSRC for public transportation planning and system implementation projects for consideration for funding and inclusion in the TIP, and will cooperate on the right-of-way preservation review process. • Parties will coordinate public involvement and information efforts. <p>(3). The 1996 MOU sets forth organization roles and responsibilities as well as policy development coordination between PSRC and WSDOT (acting on behalf of the Washington State Transportation Commission).</p> <p>Under the MOU, the PSRC is generally responsible for coordinating comprehensive system and multimodal transportation planning in cooperation with local governments, transit operating agencies, the WSDOT and port districts within the central Puget Sound region. Such planning must support and integrate with local, countywide,</p>
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				<p>and multicounty growth management policies and Washington State Transportation System Plan policies.</p> <p>The 1996 MOU defines the role of WSDOT as development and implementation of a statewide multimodal transportation plan to achieve the vision and goals of the Commission's state transportation policy plan. WSDOT must include transportation projects approved in regional TIPs when developing a statewide TIP (STIP).</p> <p>Further cooperation stipulated in the MOU concerns cooperation on major metropolitan transportation investments, transportation management systems, regional date coordination, programming and policy development.</p>
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Federal Certification Documentation

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the Twenty-first Century (TEA-21) significantly changed the law governing metropolitan transportation planning. In response to these changes, the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) revised regulations setting requirements for the transportation planning processes in urbanized areas which must be complied with as a condition for eligibility for federal transportation project funds. At least every three years, the FTA and FHWA must jointly certify that the transportation planning process in areas designated by TEA-21 as Transportation Management Areas (TMAs)(urbanized areas with a population over 200,000) is being conducted in accordance with the joint planning requirements of 23 USC 134 and 49 USC 5303.

Federal laws mandate each state, in cooperation with local elected officials from general purpose governments in its urban regions, to establish and maintain for each urban region a continuing, cooperative and comprehensive ("3-C") planning process for all modes of transportation as a prerequisite for receiving federal funds. The lead responsibility for the process in each urban region is with its designated MPO.

	Tab 3	Tab 13	Tab 23	Tab 33
Reference Document(s)	<i>Certification Review of the Planning Process in the Denver Transportation Management Area</i>	<ol style="list-style-type: none"> <i>MPO Self-Certification</i> Certification Review by the federal government 	<i>Certification Review of the Planning Process in the Phoenix Transportation Management Area</i>	<i>Seattle-Tacoma-Everett Planning Certification Review</i>
Date of Certification	May 1995 (latest certification review documents that were supplied by DRCOG staff)	<ol style="list-style-type: none"> April 10, 1997 March, 1999 	April 8-9, 1998 [The previous review of MAG occurred on November 29-30, 1994]	April 30 to May 1, 1996 [PSRC is scheduled for a planning certification review for July/August 1999]

<p>Findings, recommendations and corrective actions</p>	<p>The MPO substantially met the federal requirements and was certified. The FHWA and the FTA reported findings, recommendation and needed corrective actions relating to the MPO transportation planning process.</p> <p>DRCOG was commended for undertaking the <i>Metro Vision 2020</i> process to provide a framework within which transportation planning will be conducted.</p> <p>CDOT and the two Colorado TMAs, DRCOG and the Pikes Peak COG, were commended for their continued cooperative efforts in developing the congestion management system for Colorado.</p> <p>Among the findings on the transportation planning process :</p> <ul style="list-style-type: none"> • The general establishment of the transportation planning process and the establishment of the metropolitan planning boundary is in compliance. • Agreements between DRCOG, RTD, and CDOT are current. • Development of UPWP meets the requirements, with extensive involvement of the state and RAQ agencies. The UPWP includes 3 transportation corridors in which major investment studies will be conducted. • Planning for highways and planning for traditional bus service and specialized transit service appear to occur in isolation from each other. • More emphasis is needed on early identification of SEEE (social, economic, energy, environmental) impacts and the documentation of the analyses undertaken. <p>Among the recommendations:</p> <ul style="list-style-type: none"> • That DRCOG, CDOT, and RTD update the area's <i>Prospectus</i> to reflect the current planning process and the roles and responsibilities of the participating agencies in a single document. 	<ol style="list-style-type: none"> 1. The <i>MPO Self-Certification</i> attests that the transportation planning conducted within the Dallas-Fort Worth Metropolitan Planning Area "is addressing the major issues facing the area" and is being conducted in accordance with applicable federal requirements. 2. A review of the MPO by the FHWA and FTA was completed in March of 1999. NCTCOG has not yet received a report from that review. 	<p>The MPO substantially met the federal requirements and was certified.</p> <p>Transportation was one of the four planning emphasis areas reviewed by the team of FHWA and FTA staff.</p> <p>Recommendations made by the review team in 1994 were scrutinized to determine if MAG took appropriate action. The review committee believed that MAG did take corrective action to:</p> <ul style="list-style-type: none"> • Prepare a discussion paper to indicate how the planning factors are incorporated into various studies and plans. • Incorporate the Complementary Paratransit Plan into the area's overall transportation plan. • Extend the time frame of the transit plan to the same horizon year as the overall transportation plan while maintaining the short range transit plan as the initial 3-5 years of the overall plan. • Update the financial plan in the Long Range Transportation Plan to reflect current funding conditions. <p>The committee believes that adoption, by the City of Phoenix Transit and the RPTA, of the coordination, consultation, and cooperation matrix developed by ADOT, MAG and ADEQ would help working relationships between Phoenix and RPTA.</p> <p>Notable Strengths:</p> <ul style="list-style-type: none"> • The MAG LRTP is multimodal and based on a 20 year horizon. • MAG and ADOT worked jointly to develop an accurate revenue forecast for the County Sales Tax for Transportation and an accurate and timely estimate of cost for the regional freeway system. • Efforts to coordinate light rail transit stations to provide access to Sky Harbor Airport. • Consistency of modeling for surface transportation and transit done by MAG with participation of ADOT and RPTA. 	<p>The transportation planning process in the Seattle-Tacoma-Everett TMA was "certified subject to corrective actions" (areas where action needs to be taken to correct a regulatory deficiency).</p> <p>The certification review team focused on topics to further explore issues raised during the Enhanced Planning Review (EPR)(see next section) and did not revisit areas if it was clear, based on the EPR, that PSRC was meeting or exceeding requirements.</p> <p>Reviewers noted that Washington's Growth Management Act (GMA), State Environmental Policy Act and Coastal Shoreline Management Act create a "unique environment for regional transportation planning in the state" and results in transportation planning that tends to be integrated at the local, regional, and state level.</p> <p>Findings:</p> <ul style="list-style-type: none"> • MOUs do not meet ISTE principles [finding was prior to 1996 and 1998 MOUs] • PSRC is taking a strong role in certifying local GMA Plans. • TIP identifies project cost within the 3-year timeframe of the TIP. • Appears to be administrative inconsistencies between PSRC and WSDOT procedures for administration and coordination of the metro and statewide TIPs. • In response to EPR, PSRC developed a good process for MISS. • PSRC has a proactive public involvement program and has developed effective partnerships with community and special interest groups. <p>Corrective action:</p> <ul style="list-style-type: none"> • Complete agreements with WSDOT and transit operators [1996 and 1998 MOUs may meet these requirements]
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	<ul style="list-style-type: none"> • That formal procedures be established to encourage the identification of all significant regional transportation planning activities to be included in the UPWP, including those carried out by local governments and private or quasi-public agencies. • That DRCOG, along with its partners, ensure that all modes of surface travel are considered in the planning process and integrated to integrate a full array of multimodal programs. • Determine ways to integrate SEEE considerations early in the transportation planning process. • Fully incorporate the Complementary Paratransit Plan into the transportation plan being developed for the area. • That DRCOG, RTD and CDOT upgrade the data gathering activities. <p>In addition to the above findings and recommendations, the Certification Review document describes findings and recommendations relating to: other transportation planning issues, data collection, RTP development, financial planning, air quality, documentation, the TIP and the public involvement process.</p>		<p>MAG with participation of ADOT and RPTA.</p> <p>Corrective Actions/Recommendations:</p> <ul style="list-style-type: none"> • ADOT needs to provide reasonable and timely estimates of available Federal and State funds on an annual basis for the MAG, to allow the MAG planning process to proceed in developing and selecting projects for the TIP and LRTP. • Finish and submit the plan for public involvement in the planning process • Continue the use of the matrix defining roles and responsibilities and update to reflect shifting roles as new legislation is developed. 	<ul style="list-style-type: none"> • TIP should identify the total capital cost to complete the project even if the projects would not be completed within the 3-year timeframe. Total cost should include the federal and non-federal cost. <p>Recommendations:</p> <ul style="list-style-type: none"> • Continue working with WSDOT to resolve operational issues and ensure consistency between the TIP and STIP.
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Enhanced Planning Review (produced for FTA & FHWA)

The Enhanced Planning Reviews (EPRs) of major metropolitan areas were produced for the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) by the Volpe National Transportation Systems Center (part of USDOT). The Planning Reviews are a comprehensive review of transportation and air quality planning activities of a given metropolitan area to determine the effects of planning on transportation investment processes. Each ERP reviews development of the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP). The EPRs also provide a technical assessment of the transportation planning and programming processes to assist MPOs progress toward meeting ISTEA requirements.

	Tab 3	Tab 13	Tab 23	Tab 33
Reference Document	<i>Review of the Transportation Planning Process in the Denver Metropolitan Area</i>	<i>Enhanced Planning Review of the Dallas-Fort Worth Metropolitan Area</i>	Enhanced Planning Review Not Available.	<i>Enhanced Planning Review of the Seattle-Tacoma-Everett Metropolitan Area</i>
Date of Review Report	November 1994	July 1996	N/A	May 1996 (Report)
Organizations Reviewed	The Review of the Transportation Planning Process in the Denver Metropolitan Area is a comprehensive review of transportation and air quality planning activities of DRCOG, CDOT, RTD and CO Dept. of Health air pollution control division	The Review of the Planning Process in the Dallas-Ft. Worth area included local officials from NCTCOG, TxDOT, Dallas Area Rapid Transit (DART), Ft. Worth Transit Authority (FWTA), and Texas Natural Resource Conservation Commission (TNRCC).	N/A	The Enhanced Planning Review of the Seattle-Tacoma-Everett Metropolitan Area assesses the impact of ISTEA on the planning processes conducted by PSRC.

MPO Structural Elements

MPO structure may be dictated by state law or determined by the dictates of the organizational documents. Although the subject MPOs share many common structural elements dictated by a similar mission, each MPO has created adaptations to fit a specific environment. The structural elements help shape the process for development and maintenance of the transportation planning process as well as the outcomes of that process.

	Tab 5	Tab 15	Tab 25	Tab 35
Articles of Association or Bylaws	<p>The <i>Articles of Association</i> delivered to the research team by DRCOG were most recently amended July 17, 1991. The Articles of Association constitute the bylaws of DRCOG. DRCOG is organized as a Colorado statutory non-profit corporation, regional planning commission, and association of political subdivisions.</p> <p>The purposes of DRCOG, as stated in the Articles of Association are:</p> <ul style="list-style-type: none"> • Promote regional cooperation and coordination; • Perform regional planning as authorized by statute; • Serve as an advisory coordinating agency for investigations and studies; • Disseminate information regarding comprehensive plans and proposals for regional improvement; • Promote general support for plans and programs endorsed by DRCOG. 	<p>The <i>Bylaws and Operating Procedures, Regional Transportation Council</i> summarizes the roles of the various entities in the transportation planning process.</p> <p>The Bylaws provide for a Regional Transportation Council of primarily elected officials as spokesmen for the counties and cities.</p> <p>Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions.</p> <p>The TxDOT is charged with the responsibility for planning, designing, constructing, and maintaining the State Highway System.</p> <p>Duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas.</p>	<p>The MAG <i>Articles of Incorporation</i>, which formed a non-profit corporation (501 C4) under the provisions of Title X of the Arizona Revised Statutes, were adopted in October 1967.</p> <p>The <i>By-laws of Maricopa Association of Governments</i>, were first passed and adopted by the Regional Council in March 1968. The most recent amendment to the <i>By-laws</i> occurred in September 1996.</p> <p>The <i>By-laws</i> state that MAG “is based on the principle that cities, towns, counties and Indian communities, which are closest to the people, should exercise the basic initiative and leadership and that they should have the primary responsibility” for addressing those local problems and needs which require action on an area-wide or regional basis. The reasons for the formation of MAG include:</p> <ul style="list-style-type: none"> • Provide a forum for discussion; • Insure efficiency and economy in government operations through cooperation and pooling of common resources; • Identify and comprehensively plan for the solution of regional problems; • Facilitate agreements among governmental units for projects, actions and policies which are common to members; • Attain maximum intergovernmental cooperation in preparation for regional growth and development. 	<p>The <i>Bylaws of the Puget Sound Regional Council</i>, as adopted September 30, 1991, and amended in 1993, 1995 and 1998, provide the operational rules for PSRC as the MPO and RTPO for the central Puget Sound region.</p> <p>The Bylaws organize the agency into a General Assembly, consisting of all voting member agencies (counties, cities and towns) and the statutory members of the organization; an Executive Board of representatives of the voting members; and policy boards and committees as established by the Executive Board.</p> <p>The purpose of the PSRC is to exercise the authority delegated to it pursuant to the Interlocal Agreement and under federal and state laws as the MPO and RTPO, and to qualify eligible agencies for programming of federal, state and local transportation projects identified in the TIP.</p> <p>The Bylaws designate officers and their duties, voting, the purpose for each internal body, appointment of an Executive Director, duties and responsibilities, work program and budget, public participation and open meetings.</p>
Member Policy Manuals	<p>The <i>Committee Policy, Guidelines, and Descriptions</i> were revised June 1998. The document sets forth a Policy Statement (seeking broad involvement in DRCOG’s programs and decision-making process); Guidelines (purpose, membership, communications, officers, scope of</p>	<p>No “policy manual” per se for members.</p>	<p>The operating procedures for MAG are contained in the Articles of Incorporation [not reviewed] and in the By-laws.</p>	<p>PSRC maintains an <i>Adopted Policy and Plan Review Process</i> (adopted 1994 and amended 1996) that includes:</p> <ul style="list-style-type: none"> • Coordination and consultation regarding local comprehensive plans, transportation agency plans, and

	responsibility); and Committee and Task Force Descriptions (for each committee a description includes details of membership, quorum, responsibilities as well as the type, authority and expiration for the committee).			<p>VISION 2020,</p> <ul style="list-style-type: none"> • Consistency review of countywide planning policies and multicounty policies, • Certification of countywide planning policies and transportation elements in local comprehensive plans. <p>The Executive Board approved a <i>PSRC Policy Board Appointment Policy</i> on May 27, 1999 for determination of representatives to the Transportation Policy Board and Growth Management Policy Board.</p>
Geography and Population	<p>See Tab 7 for maps.</p> <p>DRCOG serves eight counties and over 40 municipalities. The MPO's area or boundaries encompass approximately six of the eight counties (Denver, Arapahoe, Adams, Boulder, Douglas, Jefferson).</p> <p>The region has approximately 2.287 million people and is comprised of three urbanized areas (Denver, Boulder, Longmont).</p>	<p>See Tab 17 for maps.</p> <p>The NCTCOG region covers approximately 12,800 square miles in a sixteen county metropolitan region centered on Dallas and Fort Worth.</p> <p>The region has a population of 4.6 million. Nine of the fifteen counties in the region are "urbanized" and account for 96 percent of the region's jobs. The four urban counties of Collin, Dallas, Denton and Tarrant are considered core counties since they account for 87 percent of the region's residents and 91 percent of the region's jobs.</p>	<p>See Tab 27.</p> <p>The MAG planning area covers 9,231 square miles, of which 1,515 square miles are incorporated.</p> <p>The population is about 2.6 million, with estimates of upwards to 3.7 million by 2010.</p>	<p>See Tab 37 for area map.</p> <p>The PSRC Metropolitan Area Boundary encompasses four contiguous counties: Snohomish, King, Pierce and Kitsap.</p> <p>The 1990 population for the entire metropolitan area was 2.75 million, following a thirty-year period in which population growth averaged about 2% a year.</p>
Membership	<p>Article VI, Articles of Association, define members as each municipality, county and city and county in the region. Member's governing bodies must adopt the Articles of Association and pay an annual assessment set by the Board.</p> <p>As specified in the Articles, a local elected official of a member may be designated a member representative. Each member representative may have a designated elected alternate.</p>	<p>NCTCOG is a voluntary association of over 225 entities (approximate division: 16 counties, 157 cities, 25 independent school districts, and 24 special districts) formed under Texas law.</p>	<p>See Tab 25 and Tab 27 (maps)</p> <p>MAG membership consists of 24 incorporated cities and towns within Maricopa County, the Gila River Indian Community, the Salt River Pima Maricopa Indian Community, Maricopa County, the ADOT (ex-officio member for transportation –related issues), and the CTOC.</p> <p>Members must be duly elected members of a governing body of a unit of local government located in Maricopa County, excepting the ADOT and CTOC have ex-officio membership for certain matters.</p>	<p>Membership directory at Tab 35.</p> <p>PSRC members include four counties, 66 cities and towns, three ports and two state agencies (the WSDOT and the state Transportation Commission). Associate members are Island County, the Thruston Regional Planning Council, the Port of Bremerton, the Puyallup Tribe and the Tulalip Tribes.</p> <p>Associate members, who may serve on policy boards and committees, include any jurisdiction of general purpose government not a party to the Interlocal Agreement, and any jurisdiction of special purpose government within the four-county region.</p>
Policy & Decision-Making	<p>The DRCOG prepares, maintains and regularly reviews and revises a Comprehensive Regional Plan for the Region. The Board may adopt the Plan or portions thereof. The Council certifies copies</p>	<p>The Regional Transportation Council (RTC) of primarily elected officials evaluates transportation alternatives and then determines the "most desirable transportation system" for the region.</p>	<p>The Regional Council is the governing and chief policy-making body for MAG and is composed of elected officials appointed by each member agency. For the majority of members, the city or town</p>	<p>A General Assembly and Executive Board govern the PSRC. The General Assembly is composed of all voting member jurisdictions and agencies, including all council and commission</p>

	<p>of the adopted Plan, or portions thereof, to the board of county commissioners (or to the city council) and to the planning commission of each county/city.</p> <p>The Council reviews all matters referred to it in accordance with law.</p>	<p>The Executive Board establishes overall policy for comprehensive planning coordination in the region, including policy for the MPO and NCTCOG staff, as well as policy for the administration of funds granted to the MPO.</p> <p>Transportation planning documents are first approved by the RTC and then endorsed by the Executive Board.</p> <p>Committee recommendations are considered for adoption by the Executive Board and, ultimately, for implementation by local governments.</p>	<p>mayor serves as the member.</p> <p>MAG business which arises between meetings of the Regional Council may be conducted by the Executive Committee (five members of the Regional Council)</p>	<p>members from member jurisdictions. The General Assembly meets annually to adopt or amend a RTP, regional growth management strategy or Bylaws, to adopt an annual work program and budget, to elect a President and Vice President, and to take action on such other matters as The Executive Board or President may determine.</p> <p>Executive Board members are appointed by their General Assembly constituents to represent the member governments on a proportional basis as determined in the Interlocal Agreement. The Board meets monthly and carries out delegated powers and responsibilities between meetings of the General Assembly.</p>
Voting Basis	<p>One designated member representative has voting privileges that must be executed in person. Upon specific request and resolution, a weighted vote must be taken.</p>	<p>On the General Assembly of NCTCOG, each of the 220+ members has one voting representative.</p>	<p>Initially, the Regional Council and Management Committee vote on motions on the basis of one vote per member (“numerical vote”). MAG member agencies have the option of requesting a “weighted vote” following a numerical vote. The weighted voting procedure applies only to the MAG Regional Council and Management Committee. Weighted votes are based on the 1995 Special Census population (e.g. Mesa –13 votes; El Mirage –1); each MAG member receives at least one weighted vote.</p> <p>ADOT, RPTA and CTOC only cast votes on transportation-related issues.</p>	<p>The General Assembly and Executive Board make decisions on the basis of a weighed vote (weighed proportionally according to each jurisdiction (or agencies) proportionate share of the regional population. Certain matters calling for action are the subject of a roll call vote and require the affirmative vote of two-thirds of those present and voting (e.g. approval of the annual work program and budget).</p>
Officers	<p>As specified in the Articles: Chairman, Vice Chairman, Secretary-Treasurer, Immediate Past Chairman and Executive Director. Elections occur annually and each officer is eligible for reelection, once.</p>	<p>The Regional Transportation Council elects a Chairman, Vice Chairman, Secretary for a two-year term. Officers must be elected public officials appointed by and form the governing body of the member government.</p>	<p>The members elect corporate officers at the annual meeting: Chair, Vice Chair, and Treasurer (each of whom also serves, ex-officio, on the Executive Committee). The Regional Council appoints a Secretary.</p>	<p>A President and Vice President are elected by the General Assembly from Executive Board membership, and may not be from the same county. Their term is for one year.</p>
Committee Structure & Function	<p>The major committees of the Board are: Executive Committee, Legislative Committee, Metro Vision Policy Committee, and Transportation Policy Committee.</p> <p>The Executive Committee (11 member representatives) is concerned with the administrative functions of the agency and, as delegated by the Board, direction of other</p>	<p>NCTCOG has some 35 committees, including policy development, technical advisory, and study committees, with more than 800 members collectively. Their recommendations are considered for adoption by NCTCOG’s Executive Board and, ultimately, for implementation by local governments.</p> <p>Four technical committees support the regional</p>	<p>The Management Committee assists in policy-making, mainly by briefing their Regional Council members regarding MAG-related issues. This Committee consists of the chief administrators (e.g. City managers and directors of ADOT) from each member agency.</p> <p>Several technical advisory committees</p>	<p>The Operations Committee is composed of Executive Board members and is chaired by the PSRC’s vice president. The committee reviews and makes recommendations to the Executive Board on the budget and work program, and on contracts and other financial and personnel issues.</p> <p>The Transportation Policy Board (28</p>

² The FY 1998-99 UPWP provides continued funding support for the further development and implementation of the Intermodal Freight/Transportation Task Force.

<p>selected activities.</p> <p>The Legislative Committee acts on behalf of the Board on legislative matters, within the legislative policy guidelines established by the Board.</p> <p>The policy committees provide the Board with a mechanism for ongoing, in-depth consideration of policy issues, including both DRCOG programs and other important regional issues. These committees consider and act on recommendations from the advisory committees, which are then referred to the Board for review and final action. They also consider and act on regional policy issues identified both by the Board and the policy committees themselves.</p> <p>Special board committees (including the Transportation Committee), membership advisory committees, program advisory committees and project task forces work with the Board or DRCOG staff. Membership, quorum, and responsibilities are defined in the Committee Policy, Guidelines, and Descriptions handbook (found at Tab 5) and summarized in the document at Tab 1.</p>	<p>transportation planning process. The members of these committees include lead engineers and planners from local jurisdictions and regional and local transportation providers, and representatives from the trucking, rail, and air industries. The technical committee members provide the RTC with information about the concerns and priorities of individual local entities the members represent. They also provide specialized technical expertise and serve as a medium of communication and coordination between the regional planning process and individual local agencies. The committees are:</p> <ul style="list-style-type: none"> • <i>Surface Transportation Technical Committee (STTC)</i> reviews, comments on, and prepares recommendations regarding surface transportation planning and development. The STTC is appointed by the cities, counties, and agencies represented on the RTC and approved by the Executive Board of NCTCOG to review the roadway planning process and the transit planning process to the RTC. • <i>Travel Demand Management Committee/Congestion Management System Committee (TDMC)</i> provides technical support and coordination for the implementation of the travel demand actions contained in the state implementation plan (SIP) for air quality. • <i>Air Transportation Technical Advisory Committee (ATTAC)</i> that provides expertise and guidance in the development and maintenance of the Regional Airport and Heliport System Plans (general aviation and air cargo activity). The NCTCOG Executive Board appoints the members. • <i>Intermodal Freight/ Transportation Task Force</i> focuses on increasing private sector involvement in the MPO planning process, on forming a better understanding of goods movement issues, and on public/private partnerships in transportation plan implementation.² Membership is proposed from representatives of the trucking, rail and airfreight industries, state and federal transportation agencies, locally elected officials, as well as various highway user groups and goods movement organizations. 	<p>consisting of professional experts assist in program development due to the technical complexity of many MAG programs. The Management Committee generally appoints these committees. The Transportation Review Committee, for example, is composed of high level officials from the MAG member agencies and provides input on the RTP and TIP.</p> <p>The Valley Vision 2025 Committee is responsible for developing the 2025 Vision.</p> <p>The Regional Development Policy Committee assists in developing an urban growth strategy for the region.</p> <p>The MAG Fiscal Analysis Unit monitors the implementation of the MAG freeway program, develops an annual report on the program and conducts public hearings.</p>	<p>members) and Growth Management Policy Board (24 members) include representatives of the PSRC's member jurisdictions and other appropriate representatives of regional business, labor, civic and environmental groups.</p> <p>The Boards' responsibilities and composition are established by the Executive Board in accordance with the Interlocal Agreement, the State's Growth Management Act (GMA) and the PSRC Policy Board Appointment Policy. The GMA requires that the Transportation Policy Board include representatives in the region, WADOT, transit and port districts in the region, representatives of community and neighborhood organizations and other interest groups, and citizens at large, as well as representatives of cities, towns, and counties which are members of the organization and any statutory members as required. The Interlocal Agreement establishes a similar composition for the board functioning as the regional growth management board.</p> <p>Advisory committees and countywide groups provide advice and recommendations on various regional transportation issues.</p>
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<p>Staff Structure & Function</p>	<p>DRCOG maintains a core staff financed within the limits established by the availability of local funds. Staff positions are supplemented as needed with federal and state financial assistance. DRCOG also utilizes consultants to complete studies required to fulfill agency objectives, rather than employ additional full-time personnel.</p> <p>The Executive Director is responsible for the administration of the organization. He guides and carries out duties and programs approved by the Board of Directors and the Executive Committee, including the appointment, removal, compensation and duties of the staff. The Director also serves as recording secretary of the Board, and provides staff support services to committees.</p> <p>The staff is structured into service areas, including: policy analysis, transportation services, and transportation demand management. See Staff Organization chart at Tab 5]</p>	<p>The Transportation Department of NCTCOG provides technical planning services in support of development, project selection, and implementation of transportation projects in the RTP and TIP.</p> <p>To assist the RTC in its role in transportation planning, NCTCOG staff provides administrative and clerical support to the RTC. The Department also provides regional planning, major investment studies, travel forecasting, air quality analysis, transit and traffic operations planning, airport planning, and technical assistance to local governments.</p> <p>The Director of Transportation for NCTCOG is responsible within the MPO for coordinating all work efforts funded under the UPWP in order to meet all certification requirements and maintain federal funding eligibility for local projects.</p>	<p>An Executive Director and Assistant Director head MAG's administrative staff.</p> <p>The Transportation Planning and Programming management staff include: a Transportation Manager, a Corridor Engineer, a System Analysis Program Manager, a Transportation Programming Manager and an Intelligent Transportation System Program Manager.</p> <p>Other departments handle Fiscal Services, Regional Development Planning/Pedestrian Planning, Policy and Information Services, Freeway Program Management, Human Services and Environmental Programs.</p>	<p>The Executive Director appointed by the Executive Board is responsible for overall supervision and management of the business of the PSRC, including record keeping, receipt and disbursement of monies, account maintenance, supervising all studies and programs authorized by PSRC, supervising all staff, and performing other assigned duties.</p> <p>For FY 1999, funding supports a budget and work program staffed by 50.5 full-time employees.</p>
<p>Intergovernmental Cooperation (Role of Local Governments)</p>	<p>Local jurisdictions advance the implementation of the RTP by conducting corridor studies and developing corridor specific plans. (e.g. Denver corridor plans for Federal Boulevard, a state highway). These locally funded plans address transportation, land use and urban design and are completed in cooperation with DRCOG, CDOT, and RTD.</p> <p>Political subdivisions may share costs, impose taxes, jointly exercise functions and incur debt as permitted to such subdivisions.</p> <p>Local jurisdictions may provide information and "lobby" to promote the interests and welfare of a particular locale or a certain program. Competing community interests, however, may inhibit joint efforts to solve metropolitan area-wide transportation problems.</p> <p>Local governments plan, prioritize, finance, develop and operate local roads. To the extent that local roads receive Federal funds, the administering local governments are</p>	<p>Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions.</p> <p>Duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas.</p> <p>Under federal law, the MPO, through the NCTCOG, has a role in project selection and transportation project programming</p>	<p>The MAG coordinates transportation planning and serves as liaison between ADOT and the local governments.</p> <p>The legal framework of MAG as a COG is significant because MAG is formed by and accountable to its member agency local governments. Each member chooses to join MAG by a resolution.</p> <p>Counties with large rural portions are member agencies in MPOs. The representatives of these counties as well as "rural" municipalities inside the MPO boundaries voice rural transportation issues in the MPO planning process. These rural issues are addressed through the MPO process. Some of these jurisdictions have the status of "non-voting" members in the MPO and are consulted in transportation related issues.</p>	<p>PSRC maintains an interactive planning relationship with local governments within the region as defined in the Interlocal Agreement. Planning preparation is conducted in a collaborative process with citizens of the region, interested groups and organizations, and local, regional and state government. Local jurisdictions lead the planning process in a tradition of "bottom-up" decision making (which is coordinated at the regional level).</p> <p>The RTP and the regional growth management strategy are based on direction of state law and on countywide comprehensive policy plans and local comprehensive plans. The RTP provides guidance for planning on regional growth issues and includes regional transportation policies, as well as minimum standards, to be reflected in the transportation elements of local comprehensive plans completed by cities, towns, and counties in the region.</p> <p>The RTP, transportation elements of local comprehensive plans and countywide</p>

	<p>represented at DRCOG.</p> <p>The county hearing process is the forum for local government input into the program of transportation projects.</p> <p>The E-470 and W-470 Authorities and Joint Southeast Public Improvement Association (JSPIA) have been organized to finance and develop specific projects. Authorities such as these three may cooperate with DRCOG and CDOT, but they are essentially outside the normal planning, prioritization, and financing process.</p>			<p>comprehensive policy plans are coordinated and consistent with each other.</p> <p>PSRC certifies that transportation elements of local and countywide comprehensive plans are consistent with the RTP, and conform to comprehensive planning requirements.</p> <p>PSRC monitors performance under the RTP and the growth strategy, and may determine the need for amendment to improve the usefulness of regional planning to local and other governments in the region. Amendments may also result as a response to recommendations for change by local, regional, and state government or their constituents.</p> <p>Local governments within a single county may establish an intracounty organization to develop and communicate a countywide consensus on recommendations to be presented to the PSRC on decisions to be made by the PSRC Executive Board.</p> <p>See the Interlocal Agreement.</p>
<p>Financial Structure</p>	<p>DRCOG is funded through participating member dues, federal and state grants, local funding, in-kind services and service income. The Annual Budget details the operating expenditures and revenues by program.</p>	<p>The basic operations of NCTCOG are financed by membership dues and by financial assistance provided by the State of Texas. The General Operational Fund is supplemented by Federal and State administered grant funds to permit the Council to undertake specific programs.</p> <p>For specifics refer to the <i>Comprehensive Annual Financial Report</i> for the audited fiscal year.</p>	<p>Federal and state grants comprise the principle source of funding for MAG. In addition, membership dues and special assessments, which are based on population and assessed from each member agency, provide a significant source of revenue to support MAG regional planning activities.</p> <p>Transportation programs account for approximately one-third (32.63% projected for FY2000) of MAG expenditures, with program implementation using another 17.77% of revenues.</p> <p>Revenues for the LRTP and TIP are generated by several sources, including state fuel taxes, general funds, federal funds, and the Maricopa County transportation sales tax. MAG/ADOT are also considering implementing a congestion pricing pilot program that would allow single occupancy vehicles to use existing high occupancy vehicle lanes</p>	<p>PSRC receives state and federal funding, and member dues.</p> <p>State law addresses the allocation of regional transportation planning funds. (WRC Ch.47.80.050).</p> <p>The PSRC has no taxing authority. Nearly 80% of the revenue is derived from federal and state grants, and the remaining 20% is from dues paid by members and from other local sources.</p> <p>For FY 1999 the PSRC's budget is approximately \$7.7 million.</p> <p>A Historical Profile of Transportation Revenues and Expenditures for the period 1989 through 1994 is available from PSRC.</p>

			for a fee. The state is making an application to FHWA for approval under the national Congestion Pricing Pilot Program.	
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Historical Development of the Transportation Planning Process

<p>Pre-1990</p>	<p>The predecessor to DRCOG was organized in 1955 with Adams, Arapahoe, Jefferson counties and Denver City and County.</p> <p>The 1960s and 1970s saw regional population growth that prompted coordinated transportation planning.</p> <p>In the 1980s travel patterns shifted from suburb-to-downtown commuting to suburb-to-suburb commuting. DRCOG's work in the 1980s was expansive and spanned the operation of seniors' meal sites to jail overcrowding to elevator inspection.</p> <p>In the 1980s, DRCOG prepared a Transportation Planning Prospectus and the Regional Development Framework; and started an annual integrated plan assessment process.</p>	<p>The Texas Regional Planning Act of 1965 authorized the creation of regional councils.</p> <p>NCTCOG was established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. At that time there were 110 member governments and 10 counties. Transportation planning for the Dallas-Fort Worth area began at NCTCOG in December, 1969.</p> <p>In 1971, the state legislature designated the regional councils as the appropriate areawide planning organizations to provide review and comment on application for federal assistance. It also gave regional councils the authority to review any state grants that have an areawide impact.</p> <p>The Federal Aid Highway Act of 1973 (1973 Act) established MPOs. The State Department of Highways and Public Transportation (SDHPT), now known as the Texas Department of Transportation (TXDOT), under the guidance of the 1973 Act, initiated the statewide structuring of key policy committees of elected officials.</p> <p>In 1974 NCTCOG was designated by the Governor as the MPO for the Dallas-Fort Worth area. Since that time NCTCOG has served as the MPO for regional transportation planning in the Dallas-Fort Worth Metropolitan area.</p> <p>In 1983, the Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (The T) were created. The establishment of DART has been cited as an excellent example of coalition building and transportation policy making involving the business community and local governments.</p>	<p>MAG was formed as a non-profit corporation in 1967 by concurrent resolutions from its member agencies to foster regional cooperation and to address regional problems.</p> <p>As a result of changes in the Federal Aid Highway Act, cooperative transportation planning occurred and the Valley Area Traffic and Transportation Study (VATTS) was incorporated into MAG in 1967.</p> <p>Planning boundaries were established in 1970 in response to federal planning requirements and in an effort to achieve uniformity in various planning areas.</p> <p>The Governor designated MAG as the MPO in 1973.</p> <p>In the mid-1980s, the voters of Maricopa approved a twenty-year sales tax to complete new freeways and to assist the planning role for the regional transportation planning agency.</p> <p>In 1989, MAG established the Regional Development Policy Committee to assist in addressing urban growth related issues.</p>	<p>Since the inception of a regional planning agency in the late 1950s the agency has undergone several iterations and name changes.</p>
<p>1990-1994</p>	<p>Legislation in 1990 strengthened regional transportation planning by requiring approval</p>	<p>With the signing of the Clean Air Act Amendments of 1990 (CAAA) into law, the</p>	<p>In 1992, an audit conducted by the legislature and the passage of new</p>	<p>The cities and counties in the region adopted VISION 2020 in 1990.</p>

	<p>of DRCOG before the Board of RTD could construct portions of a regional fixed guideway mass transit system.</p> <p>The Metro Forum panel, created by DRCOG to examine regional issues and trends, recommended the establishment of an umbrella regional planning and service agency with the ability to set regional policies, formulate regional plans, resolve interjurisdictional conflicts, provide services, identify financial resources and ensure implementation of regional plans and policies.</p> <p>Incident management coalition formed with CDOT to improve highway operation efficiency, including how to increase communications and cooperation across jurisdictional lines.</p> <p>The Interim Regional Transportation Plan for the year 2015 receives federal approval and the region has its first approved long-range transportation plan under ISTEA guidelines.</p> <p>The Board adopted the Public Involvement Plan for Transportation.</p> <p>Principles and policies to guide the preparation of an integrated transportation and land use plan looking forward to the year 2020 were developed through a series of public workshops and by various DRCOG task forces. [See the Metro Vision 2020 Vision Statement, Principles and Policies (1992)]</p>	<p>Dallas-Fort Worth region was designated as a moderate nonattainment area for exceeding federal emission standards for the pollutant ozone.</p> <p>In 1990, the MPO finalized a regional transportation plan (RTP), known as <i>Mobility 2010: The Regional Transportation Plan for North Central Texas</i>, which presented a system of transportation improvements needed to maintain mobility in the Dallas-Fort Worth area over twenty years.</p> <p>In response to ISTEA, the MPO prepared an update, known as the <i>Mobility 2010 Plan Update</i>, which was adopted by the RTC and endorsed by the Executive Board of NCTCOG in October 1993.</p>	<p>legislation instituted reform to the Freeway Program to assure that costs and revenues are in balance.</p> <p>Also in 1992, MAG created the Fiscal Analysis Unit to monitor ADOT and issue an annual status report on the freeway system development.</p>	<p>The Puget Sound Council of Governments dissolved as of June 30, 1991.</p> <p>The PSRC was created following dissolution of its forerunner, the Puget Sound Council of Governments. A convocation of local elected officials, by resolution (<i>Resolution No. A-91-01</i>), committed to establish and maintain the PSRC. The new agency maintained the designation as MPO and RTP for the region.</p> <p>In 1994 PSRC entered into a Memorandum of Understanding with the Regional Transit Authority for planning and cooperation.</p>
1995-present	<p>Work continued on the Metro Vision 2020 project. In 1995, a comprehensive long-range land development and transportation plan was crafted through the DRCOG's Metro Vision process. [See the Metro Vision 2020 Framework.]</p> <p>In 1998 the DRCOG Board adopted both the 2020 Regional Transportation Plan and the 1999-2004 TIP.</p> <p>Addition elements of the Metro Vision 2020 have been developed since 1997.</p>	<p>NCTCOG's current regional transportation plan, <i>Mobility 2020: The Metropolitan Transportation Plan</i> was developed in 1996. The plan is updated every three years.</p>	<p>In 1995, MAG adopted the Urban Form Study that examined growth patterns with regards to future impacts on regional air quality, traffic congestion, infrastructure costs and quality of life factors. This study formed the basis for the Region 2025 Vision.</p> <p>The <i>Valley Vision 2025</i> program is a public/private partnership to form a vision for the region in the future.</p>	<p>The PSRC modified <i>VISION 2020</i> in 1993 to bring it into conformance with the GMA and updated it in 1995.</p> <p>Rapid job and population growth (between 1990 and 1997, the four county area added approximately 138 people per day, or 48% of the state growth) have fueled the desire for growth management policies that work to maintain the high quality of life and environmental amenities in the region and state.</p> <p>PSRC created a "Regional Staff Committee" to advise on the annual budget, work</p>

				<p>program and criteria for ISTEA project evaluations to policy boards and elected officials.</p> <p>The <i>Memorandum of Understanding for Transportation Planning Coordination and Cooperation...</i>, between PSRC and WSDOT was executed on December 3, 1996.</p> <p>PSRC published a series of reports tracking patterns and progress in meeting the goals of the region's growth and transportation plans. The 1998 Regional Review – <i>Monitoring Change in the Central Puget Sound Region</i> provides a summary of the results of many reports and analyses conducted by the PSRC and represents a broad overview of progress toward the growth management objectives. The 90-page report contains a wealth of information of current and historic data about the region. [Table of Contents at Tab 39]</p> <p>The list of publications exposes a vast array of recent activities in the areas of congestion management systems, estimates and forecasts, growth management, land use, urban planning, metropolitan transportation planning, and implementation of federal requirements. In 1998, for example, the PSRC's Transportation and Growth Management Policy Board endorsed the TDM Action Strategy for the Central Puget Sound Region as the framework to guide the region's efforts to manage travel demand. [copy at Tab 39]</p> <p>In 1998, PSRC executed the <i>Puget Sound Interlocal Agreement for Regional Planning in the Central Puget Sound Area, March 19, 1998</i> with member governments.</p> <p>Also in 1998 the <i>Memorandum of Understanding for Planning Coordination and Cooperation...</i>, March 6, 1998 was formed between PSRC and five local public transit operators.</p> <p>PSRC developed the <i>Policy Framework for the 1999 TEA-21 TIP Process</i> (February 25, 1999) to provide regional guidelines and policy intent for how PSRC will manage,</p>
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				administer and approve regionally managed federal funded programs.
2000+ planning	Metro Vision 2020	Mobility 2020	Valley Vision 2025	VISION 2020

Work Product – Plans and Programs

Federal laws require each MPO to prepare three products for its urban region. These consist of (1) a long range transportation plan, (2) a regional transportation improvement program (TIP), and (3) a “unified planning work program.” The additional sections below describe work product , other than 3-C products, for each of the MPOs.

Document	Tab 9	Tab 19	Tab 29	Tab 39
<p>Regional Transportation Plan (RTP)</p> <p>(long range - 20 years - transportation plan)</p> <p>(identifies the projects and programs needed over the long-term to maintain the transportation system)</p>	<p>DRCOG is charged with developing a RTP that defines the integrated, multimodal metropolitan transportation system. The development of a plan is an important product of the MPO’s coordinated, cooperative, and continuing transportation planning process.</p> <p>DRCOG adopted a RTP plan in 1998 with a 2020 planning horizon: <i>Metro Vision 2020 Plan</i>.</p>	<p>The MPO prepares, and updates periodically, a regional transportation plan (RTP) in response to the federal requirement for a financially constrained RTP which serves as a guide for the expenditure of federal, state, and local transportation funds. The RTP includes consideration and treatment of congestion management concerns as well as financial considerations.</p> <p>NCTCOG’s plan, <i>Mobility 2020: The Metropolitan Transportation Plan (“Mobility 2020”)</i>, identifies transportation facilities that will make the most effective use of the existing system to relieve congestion and indicates appropriate enhancements to meet the mobility need of the region. Current federal transportation legislation requires review of transportation plans every three years.</p> <p><i>Mobility 2020</i> provides policy leaders and transportation planners with estimates of traffic congestion expected in the Dallas-Fort Worth Metropolitan Area through the year 2020. The forecasts have confirmed the planners’ expectations – if Dallas-Fort Worth continues to grow at current rates, maintaining current levels of mobility will require greater levels of funding, more innovation in the management and operation of the transportation systems, and greater diversity in the transportation modes of the region. The <i>Mobility 2020</i> Plan recommends the implementation of \$32.5 billion in Metropolitan Transportation System improvements across the region.</p> <p>Ongoing planning efforts are now focused on revenue strategies to implement the Plan and refinement of Plan recommendation through more detailed corridor feasibility and major investment studies.</p>	<p>As MPO, MAG is responsible for continuous, comprehensive, and cooperative (“3C”) planning as the basis for any request for federal funding in transportation.</p> <p>The MAG Long Range Transportation Plan (LRTP) addresses all modes of transportation in the region.</p> <p>The LRTP is usually updated each year, and is based on a 20-year, or longer, time horizon.</p> <p>MAG Long Range Transportation Plan, 1997 Update, 1998 Addendum. (See Tab 29 for Table of Contents and Executive Summary).</p> <p>Conformity Analysis MAG Long Range Transportation Plan.</p> <p>The <i>Valley Vision 2025</i> is now underway to assess all aspects of the future quality of life in the region.</p>	<p>The statutes detail the content, review, and use requirements for a regional transportation plan.</p> <p>The Metropolitan Transportation Plan (MTP) provides a 25-year look at the region’s transportation needs as identified by cities, counties and other agencies. The MTP provides baseline information on the current performance and projections of future performance of the transportation system. The MTP is used to evaluate the consistency and compatibility of local comprehensive plans in achieving the regional growth and transportation strategy.</p> <p>Refer to the 1996 Amendment to the Metropolitan Transportation Plan for the Central Puget Sound Region and the Metropolitan Transportation Plan 1998 Progress Report Long-Range Transportation Financing (a report that updates the financial component of the MTP to ensure that the region’s long-range financial strategy remains valid and current). [A portion of the <i>1998 Progress Report – 1995 Metropolitan Transportation Plan</i> is included at Tab 39].</p> <p>When the PSRC determines that an update of either VISION 2020 or the MTP is necessary, it notifies RTA and the LPTAs in writing. This notification includes information regarding both the process and the schedule that PSRC intends to follow for making the MTP update. The 1998 MOU requires that PSRC consult and coordinate with the LPTAs, the WSDOT, the RTA and other transportation providers as the regional council develops potential modifications to the MTP.</p> <p>VISION 2020 is the growth management and transportation strategy under state and federal laws for the four-county Puget Sound</p>

				<p>region. VISION 2020 was developed in 1990 and adopted as <i>VISION 2020 1995 Update: Growth Management, Economic and Transportation Strategy for Central Puget Sound Region</i>.</p> <p>See the Metropolitan Transportation Plan: the Transportation Element of VISION 2020, the Region's Growth Management, Economic and Transportation Strategy (1995) for the final adopted version of the transportation element of VISION 2020.</p>
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<p>Regional Transportation Improvement Program (TIP)</p> <p>(identifies the capital and operating projects and programs that are consistent with the plan and needed over the next three years to maintain the transportation system)</p>	<p>DRCOG assumes responsibility for TIP development. The TIP identifies federally funded transportation projects anticipated for funding in the Denver Transportation Management Area. DRCOG has received commendation for including all significant projects that are funded by local units of government in the TIP.</p> <p>The TIP is prepared for the Metropolitan Area. Pursuant to ISTEA, this is the same area designated as the TMA.</p> <p>In November 1997, DRCOG developed a <i>Policy on Transportation Improvement Program Preparation</i> that was accepted by the Board of Directors for use in preparation of the 1999-2004 TIP. This document and the policies it contains were prepared in response to ISTEA regarding roles and responsibilities for TIP preparation. The document also contains regional strategies on project selection.</p> <p>For TIP specifics and inclusion refer to any of the TIP reports which include reports such as: 1999-2004 TIP (September 1998) or the 1995-2000 TIP (adopted September 1995 and amended in October and November of the same year).</p> <p>Also reference the document Report on TIP Preparation (November 1997) which specifies eligibility requirements and scoring criteria for transportation projects. (Sample TIPs and TIP abstracts are located at Tab 9).</p>	<p>The MPO considers the TIP to be an implementation document for the transportation plan. The annually-prepared TIP for the area lists all roadway and public transportation projects proposed for implementation in the near future. The TIP serves as a short-range management tool for implementation of the regional transportation plan titled <i>Mobility 2020: The Metropolitan Transportation Plan</i>. While the <i>Mobility 2020</i> Plan identifies needs, the TIP represents the process by which projects are selected for funding.</p> <p>For TIP development, the MPO scores and ranks projects for certain funding based on MPO adopted criteria. TxDOT rates projects for other funding sources (e.g. NHS, IM, bridge) with input from the MPO.</p> <p>The MPO staff in cooperation with the TxDOT, DART, and the FWTA prepares the TIP for the Dallas-Fort Worth metropolitan area. NCTCOG's Executive Board, the RTC, STTC, TDMC, and the Air Quality Advisory Committee also participate in the development, review, endorsement, or approval of the TIP. The MPO staff continually monitor funded TIP projects for scope, finances and conformity status; and they maintain a dialogue with local governments to track implementation status</p> <p>The most recent TIP (1998) is a staged, multiyear program of surface transportation projects within the Dallas-Fort Worth Metropolitan Area with committed funds from federal, State, and local sources scheduled for implementation over the next nine years.</p> <p>The 1998 TIP was developed by NCTCOG in cooperation with local governments, TxDOT, and local transportation authorities in accordance with ISTEA metropolitan planning requirements.</p>	<p>The MAG TIP is updated on an annual basis. Changes in the scheduling of programmed projects are coordinated between MAG and the agency requesting the change, such as ADOT or RPTA.</p> <p>There has been discussion (during the certification review) on how to program projects with non-committed funds. The FHWA/FTA advised that committed funds should be put in the first two years of the TIP while projects with non-committed funds should be put in the third year of the TIP.</p> <p>MAG publications include: Transportation Improvement Program, Vol. 1 and Transportation Improvement Program Appendices 1992/1993-1996/1997.</p>	<p>The regional TIP is a PSRC responsibility. The TIP is a staged, multiyear, intermodal listing of local, regional and state transportation projects and programs for capital and operating improvements to the surface transportation system for which part of the cost is proposed by the sponsor and the MPO to be paid by federal funds.</p> <p>The TIP is the tool the region uses to make sure that state- and federally-funded projects are consistent with the long-term MTP. [see Tab 29 for more information on the TIP program.]</p> <p>At least every two years, PSRC cooperatively develops and/or updates a three-year TIP for all regionally significant transportation projects regardless of funding source. The fiscally-constrained TIP is developed through a collaborative process involving regional and subregional forums that include WSDOT, public transit and port interests. The biennial development of a six-year regional TIP is done through a similar collaborative process.</p> <p>The TIP approved by the PSRC Executive Board in 1997 (amended through the 1998 Major Amendment 99-03 and corrected through March 1999) is entitled <i>1998-2000 Regional Transportation Improvement Program</i>.</p> <p>The PSRC also developed <i>Policy Framework for the 1999 TEA-21 TIP Process</i> that provides regional guidelines and policy intent for management, administration and approval of projects to be programmed and selected under the Surface Transportation Program, the Congestion Management and Air Quality Program and the Federal Transit Administration Program.</p> <p>In February 1998 the U.S. DOT approved Washington's 1998 State TIP (STIP), which includes the 1998-2000 Regional TIP. The State TIP approval is the final step in the Regional TIP approval process. The 1999-2001 STIP Introduction is included at Tab 39.</p>
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<p>Unified Planning Work Program (UPWP)</p> <p>(identifies the activities needed to maintain the region's 3-C process)</p>	<p>The UPWP is prepared annually by DRCOG in cooperation with CDOT and RTD in accordance with the joint FHWA/FTA metropolitan planning regulations as defined under ISTEA.</p> <p>The DRCOG Board upon the recommendation of the Transportation Committee adopts UPWP. The document describes all urban transportation-related planning activities that are anticipated in the region each year.</p> <p>The <i>1999 DRCOG Budget and Program</i> is included at Tab 9. The budget is a fiscal guide for operation of the Council; it can be expanded or modified to meet the changing conditions and demands DRCOG.</p> <p>Proposed 1999 intergovernmental activities include:</p> <ul style="list-style-type: none"> • Plan for and convene a regional issues forum to identify significant regional issues for the 21st century. • Continue to support the Metro Vision 2020 process as it moves toward strengthening the collaborative decision-making process. • Provide research in the form of immediate and long-range issue assessment and analysis; prepare position papers; draft comment on state and federal regulations/legislation. <p>Proposed 1999 transportation services include:</p> <ul style="list-style-type: none"> • Prepare corridor management plans. • Continue to build and upgrade traffic signal system infrastructure. • Continue discussion with CDOT to assure that the needs of the Denver region are considered in the funding and programming of state projects. • Prepare corridor improvement plans for all freeways and major regional arterial corridors. • Evaluate ways to integrate freight and goods movement planning into the regional planning process. • Work to develop a closer working relationship with CDOT and the region's 	<p>The MPO prepares the Unified Planning Work Program (UTWP) annually in cooperation with TxDOT, Dallas Area Rapid Transit (DART), Fort Worth Transportation Authority (FWTA), and counties and local governments in the Dallas-Fort Worth metropolitan area.</p> <p>Each year, specific planning needs for the region are identified through requests solicited from representatives of these agencies and local governments. These needs are combined with those at the regional level, identified by the MPO, and then allocated to available planning resources.</p> <p>The UPWP includes a list of planning projects, a budget, and the funding source for each project. The MPO may not request payment for work performed unless that work is included in the prevailing UPWP. The UPWP is presented as a work program to the transportation technical committees for review prior to submission to a public meeting for comments. The RTC and the Executive Board grant final approval.</p> <p>The document covers six program areas, which are identified by TxDOT for all MPOs in the state:</p> <ul style="list-style-type: none"> • Administration and Management • Transportation Data Development and Maintenance • Short-Range Planning and Programming (TIP, Air Quality, TDM) • Metropolitan Transportation Plan • Special Studies • <p>Most of the functional and financial responsibilities of the participating agencies and the planning activities to be undertaken by them are defined in the UPWP. The mix of tasks includes both transit and highways and also addresses ISTEA and CAAA regulatory planning requirements.</p>	<p>The 1999 Unified Planning Work Program and Annual Budget is available from MAG. Efforts were completed to reformat the document to a program-oriented budget. Under the new format, each program area reflects the applicable expenditures by task and expenditure category, the related funding source(s), the full-time employees by task, and outcome measures.</p> <p>NOTE: In 1998, the MAG collected comparative budget information from other major MPOs regarding program activity, funding sources and amount of local funding contributed to the budget.</p>	<p>PSRC cooperatively develops a UPWP on an annual or biennial basis that describes all public transportation and major transportation-related planning activities for the next on- or two-year period, regardless of funding sources or agencies conducting the activities.</p> <p>PSRC prepares a UPWP and budget that outlines the regional council's work activities to be conducted, the schedule for completion, and the products that will be produced.</p> <p>PSRC's Executive Board establishes the annual budget for the UPWP. Prior to adoption by the regional council, proportional allocation assumptions are determined by mutual agreement of all parties to the 1998 MOU [see MOU at Tab 34].</p> <p>The final UPWP and budget are adopted by PSRC and submitted to WSDOT prior to April 1 preceding the start of each fiscal year. Desired amendments require consultation with all parties that could be impacted.</p> <p><i>See Annual Budget and Work Program: Fiscal Year 1999 (July 1998-June 1999) available from PSRC.</i></p>
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	<p>Transportation Commissioners to assure appropriate consideration of regional needs.</p> <ul style="list-style-type: none"> Participate in the North Front Range corridor study and the south I-25 and RTD MIS and provide linkage to transportation efforts within the metropolitan area. 			
<p>Transportation System Management</p> <p>(Congestion Management)</p> <p>(System developed for the effective management of new and existing transportation facilities through travel reduction and operational strategies).</p>	<p>DRCOG recognizes that regional population growth presents a challenge to the ability of government to provide adequate mobility. Metro Vision 2020 calls for the identification and development of “urban centers” which place residential, employment, shopping and recreational opportunities in close proximity as one way to reduce vehicle miles traveled.</p> <p>The Transportation Demand Management division of DRCOG will participate in the implementation of Metro Vision 2020. The division will promote TDM-friendly land use to public and private-sector organizations and ways to facilitate alternative transportation options (carpool, vanpool, parking management, telework).</p> <p>See A Market Analysis of Transportation Demand Management Programs in the Denver Region (November 1995)</p>	<p>As a Transportation Management Area (TMA) and an ozone non-attainment area, the Dallas-Fort Worth metropolitan region is required to develop a Congestion Management System (CMS).</p> <p>The MPO takes the lead role in developing the CMS and has incorporated the CMS into the transportation plan as an essential ingredient for maximizing the efficiency of the existing transportation plan. The Congestion Management Plan evaluates and recommends transportation systems management (TSM), transportation demand management (TDM), and non-single occupant vehicle (SOV) strategies.</p>	<p>Transportation Demand Management (TDM) programs and Transportation System Management (TSM) improvements are integral parts of the LRTP with specific projects designated for funding in the MAG 5-year program.</p> <p>MAG maintains a Congestion Management System (CMS) and an Intermodal Management System. The RPTA maintains a Public Transportation Management System. Operational Management strategies are addressed under the Strategic Plan for Intelligent Transportation Systems (ITS) which was adopted by MAG in 1996. MAG has formed an ITS Committee that is actively involved in the Metropolitan Model Deployment Initiative (MMDI) and is beginning to take the lead in the development of a regional ITS.</p> <p>Listed in MAG publications: Congestion Management System and Analysis of Traffic Congestion and Related Problems in the MAG Area Final Report.</p>	<p>The ongoing efforts of the PSRC, in cooperation with WSDOT, to develop the region’s Congestion Management System are documented in <i>Congestion Management System Baseline System Performance Report</i> (1995) and <i>CMS Development Program: Case Study</i> (1996). See also the discussion of the CMS and other ISTEAM Management Systems in the Enhanced Planning Review.</p> <p>In 1998 a framework to guide the region’s efforts to manage travel demand was endorsed by PSRC’s Transportation and Growth Management Policy Boards, and published as <i>Regional TDM Action Strategy for Implementation in the Central Puget Sound Region</i>.</p>
Special Studies/Programs		<p>Aimed at raising public and legislative awareness of the importance of mobility and transportation, the Partners in Mobility collaborate to develop programs to address transportation funding needs for the metropolitan area. Partners in Mobility include the local chambers of commerce, North Texas Commission, Dallas Regional Mobility Coalition and NCTCOG.</p>	<p>Early in 1999, Governor Hull appointed a 28-member panel, the Vision 21 Task Force, to examine the state’s need for new freeways, highways, airports, mass transit systems and alternative programs for the next 20 years. (See article “Will we ever get on track?” at Tab 30).</p>	

Public Involvement	See Public Involvement in Regional Transportation Planning (November 1994)	<p>NCTCOG's Transportation staff educates and includes the public in the transportation planning process through public meetings across the region.</p> <p>NCTCOG publishes a report series, <i>Regional Mobility Initiatives</i>, which highlights the transportation and air quality programs of NCTCOG and the RTC.</p> <p>Other outreach activities include a homepage on the World Wide Web and surveys of "transportation interested parties."</p>	<p>The MAG Regional Council adopted the MAG Process for Public Involvement in Transportation Planning. MAG has made a "commendable effort" to increase public involvement and ensure that members of the public are adequately informed.</p> <p>Activities include publication of a quarterly newsletter entitled <i>MAGAZine</i>, placement of publications in public libraries, MAG Internet web page, open houses, staffing of informational booths at various events, bilingual advertising, varied times and locations of public meetings, and maintenance of a mailing list of interested persons.</p>	The PSRC developed a plan establishing consistent, minimum procedures to ensure early and continuous public notification about, and participation in, major actions and decisions by the PSRC. See the 1994 <i>Public Participation Plan</i> for PSRC included at Tab 39 and the extensive discussion of PSRC's public involvement process in the Enhanced Planning Review....
Annual Reports	Annual Reports chronicle DRCOG's activities over the past year and look ahead to what is in store for the coming year. The Reports are available each year in March. See the yearly reports or one of the special editions (such as DRCOG's 40 th Anniversary Annual Report, 1955-1995, a portion of which is included at Tab 8).	NCTCOG produces an annual <i>Activities Report</i> and an <i>Annual Fiscal Program</i> among numerous other informational and data pieces. (See Tab 19 for the Regional Information Center listing of available publications, maps and data.	The Executive Director's Annual Report is available at the MAG website. (See Tab 29 for Table of Contents and selections from the report).	Not Reviewed. Documents available include the <i>1998 Annual Report</i> .