

REGIONALISM AND MPO GOVERNANCE

National Example Case Studies and Florida Practices

MPOAC-FDOT Regional Governance Workshop
October 24, 2012

How do we maximize our
value to the community?

Non-Florida Profiles

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**Baltimore Metropolitan Council (BMC) Metropolitan/
Metropolitan Washington Council of Governments (MWCOCG)**

**Durham-Chapel Hill-Carrboro (DCHC) MPO/
North Carolina Capital (NCC) MPO (includes Raleigh)**

Metropolitan Transportation Commission (MTC)

Topics of Interest

- MPO Makeup/MPO History
- Partners
- Responsibilities
- Regional vs. Local Determination
- Budgeting and Logistics
- Trends
- Legal
- Other

Key Takeaways

- Start out coordinating on one topic that turns into many
 - topics of a mutual benefit/interest
- Economic and travel interaction is what typically sparks coordination
- Ad hoc coordination is common

Key Takeaways

- Have not documented or monitored the value received from greater coordination
- Seen financial benefit in
 - Joint purchasing
 - Time savings with learning curves “Piggybacking”
- Not typical to have shared pots of money across MPOs
- Different prioritization criteria exist for regional versus local investments

Key Takeaways

- Public involvement is done by each MPO, but coordinated
 - MPOs will jointly create PIPs on certain projects
 - To address local needs, they coordinate closely with the municipalities and/or County
- Common shared processes and methodologies
 - Data collection/sharing
 - Alternatives analyses
 - Modeling & Air quality

Florida Literature Review

Florida Literature Review

- to obtain general information regarding Florida's MPOs
- to identify transportation priorities of Florida's MPOs,
- to understand FDOT's role in supporting the MPOs, and
- to identify trends in planning practice and locate areas of potential improvement.

Document Title	Author	Year	General Topic
The 2008 Review of Florida’s MPO Long Range Transportation Plans	Center for Urban Transportation Research (CUTR)	2008	Review of LRTPs in Florida
2060 Florida Transportation Plan	Florida Department of Transportation (FDOT)	2009	Statewide transportation policy
Regional Cooperation in Transportation Planning	University of Florida	2012	Review of MPOs and regional planning
Review of MPO Long Range Transportation Plans and Regional MPO Planning Activities and Products	CUTR	2005	Review and summary of LRTP policy goals and assess regional transportation planning.
Evolution of MPO Long Range Transportation Plans in Florida: 1997-2008	Bond, Alexander and Jeff Kramer	2009	Comparison of LRTP review results
Transportation Demands of the 21st Century: A Look to the Future – Possible Paths Forward	CUTR	2009	Overview of strategic issues that will shape transportation policy and programs
Review of MPO Long Range Transportation Plans and Regional MPO Planning Activities and Products	CUTR	2010	Identifies priorities and actions of Florida MPOs for FTP update.
A Snapshot of Florida MPOs	CUTR	2011	Overview of Florida MPOs

About Florida's 26 MPOs

- MPOs serve populations from below 200,000 to well over 1 Million
- Designation process is more comprehensive and thorough than most states in the country with more depth in prescriptive information.

Summary of FL MPOs Goals

- Many of the LRTP goals were common
 - Two goals were found in all MPOs
 - The least common goal was still found in 46% of MPOs
- MPOs' goals are to
 - enhance safety and security
 - improve alternative mode options,
 - promote economic vitality
 - relieve congestion
 - involve public and private partners
 - promote livable communities
 - promote strategies for the integration of land use and transportation,
 - improve evacuation/emergency routes
 - educate and engage the public
 - change user behavior

Summary of Noted Literature Improvements

- Agreed to a set of financial guidelines
 - Helps standardize the estimation of needs, revenue, and shortfalls
- MPOs have agreed to a common horizon year of the next LRTP cycle
 - Helps model development and revenue projections
- Plan documents have become better organized, far more descriptive, and more accessible
- Public involvement, intergovernmental coordination, and multimodalism have advanced significantly

Summary of Literature Findings

- State should ensure state goals are implementable at the local level
- Rely heavily on Efficient Transportation Decision Making (ETDM) rather than local studies
- FDOT should renew support for local and regional planning including land use

Summary of Literature Findings

- Coordinate and align FDOT districts with metropolitan areas and other FDOT districts
- FDOT should expand regional transportation planning participation beyond local jurisdictions to include all relevant agencies and interest groups
- Metropolitan planning should be aligned with metropolitan areas by creating new combined MPOs or formal structures across multiple MPOs in a metro area

In Summary

- We can explore a multitude of example structures and available studies.
- Ultimately, we must make our decisions based on the value it brings to our communities.