

MPO REQUIREMENTS AND DUTIES

- MPOs were created by Congress in 1972
- Federal law is rather general
- Details supplied by
 - *State statute* (all state requirements in *italics*)
 - MPO rules and agreements
- Each MPO is different

MPO REQUIREMENTS AND DUTIES

- Eligibility - which areas have MPOs
- Membership - who sits on the MPO Policy Board
- Duties - the required MPO functions
- Administration - how MPO activities are paid for and managed

ELIGIBILITY

- Urban areas with a population over 50,000 must have an MPO to receive federal transportation funds
- About 400 MPOs nationally
- Two kinds
 - Under 200,000: fewer requirements
 - Over 200,000 (Transportation Management Area/TMA): more requirements and responsibilities

MEMBERSHIP

- The MPO Board is composed of
 - local elected officials
 - independent providers of other modes
- *19 members maximum*
 - *one-third must be County Commissioners*
 - remainder allocated by the MPO based on "geographic and population considerations"
- Apportionment reviewed after each Census and approved by the Governor
- *Alternates permitted*

DUTIES

Must maintain a Continuous, Comprehensive and Cooperative (3C) planning process

CONTINUOUS:

- On-going, long term commitment
- A planning process, not just a plan

DUTIES

COMPREHENSIVE:

- All modes - highway, water, transit, air, rail, bike/ped, *space*
- Capital projects as well as safety, operations and maintenance
- Environmental, *growth management* and community impacts

DUTIES

COOPERATIVE:

- Coordinate between and develop policy consensus among:
 - Federal, state and local governments
 - *Permitting* and modal agencies
 - Private sector stakeholders
- Involve the public before key decisions are made

DUTIES

- Required Committees:
 - *Technical Advisory Committee*
 - Citizens Advisory Committee
- Optional but common:
 - Bicycle/Pedestrian Committee
 - Traffic Operations and Safety Committee
 - Executive Committee (Chairman, Vice-Chairman, Secretary, two at-large)
- Composition, appointment, rules determined by each MPO

DUTIES

Recommend and approve how federal and state transportation funds are spent:

- **Adopt annual project priorities**
- Space Coast TPO has a process that relies on public comment, requests from local governments and technical ranking
- Over 300 road segments annually evaluated on
 - Congestion level
 - Traffic volume (current and future)
 - Crash history
 - Evacuation route status
 - Regional connectivity
 - Prior funding commitments
- Compiled in the State of the System Report each summer

DUTIES

Recommend and approve how federal and state transportation funds are spent:

- Priorities developed by local government staff, TAC and CAC before consideration by TPO in September.
- *FDOT required to program priorities as funds allow*
- *TPO approves FDOT programming by adopting the Transportation Improvement Program (TIP)*
- A project not in the adopted TIP cannot receive state or federal transportation funds
- TMAs have sole authority for programming XU funds
- MPOs have no jurisdiction over local government programming

DUTIES

Develop a Long Range Transportation Plan:

- Minimum 20 year horizon
- Multimodal, operations and maintenance
- Public involvement mandatory
- Cost feasible - only include what we can afford
- Updated every five years
- *Local Government Comprehensive Plans must be consistent with MPO Plan*

ADMINISTRATION

- Not an unfunded mandate
 - Planning grants from FHWA, FTA
 - *Financial and in-kind support from FDOT*
 - Some funds from Brevard County
- How funds to be spent detailed in Unified Planning Work Program (UPWP)
- Total budget about \$900,000

ADMINISTRATION

- Brevard County responsible for staffing and supporting the MPO
 - Staff services agreement
 - Staff are Brevard County employees (7 staff members)
 - Administration largely follows BoCC policies and procedures
- MPOs are independent bodies
 - Continuing to work on greater separation from County
 - Goal is to be independent but appear unchanged from outside

IN CONCLUSION...

- MPOS are the only instance where Congress requires local officials to routinely meet and develop consensus on a specific policy area.
- Flexible, adaptable and proven method to achieve cooperative decision-making. All stakeholders - federal, state, local, private, public - are engaged.
- Just enough technical and legal framework to provide structure. How requirements are met is largely up to each MPO.
- Many opportunities to innovate, to address local needs, to allow an individual to make a difference.