



How Does Regional Transportation Governance & Capacity Impact Investment Outcomes: Creating a Robust Dataset for MPO Research

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Cooperative Mobility for
Competitive Megaregions

Research Problem

To address multimodality at the megaregion level, we first have to examine how it is formulated at the most basic regional planning entity: the MPO.

Metropolitan Planning Organizations (MPOs) approve billions in federal and state transportation spending in U.S. metro regions each year.

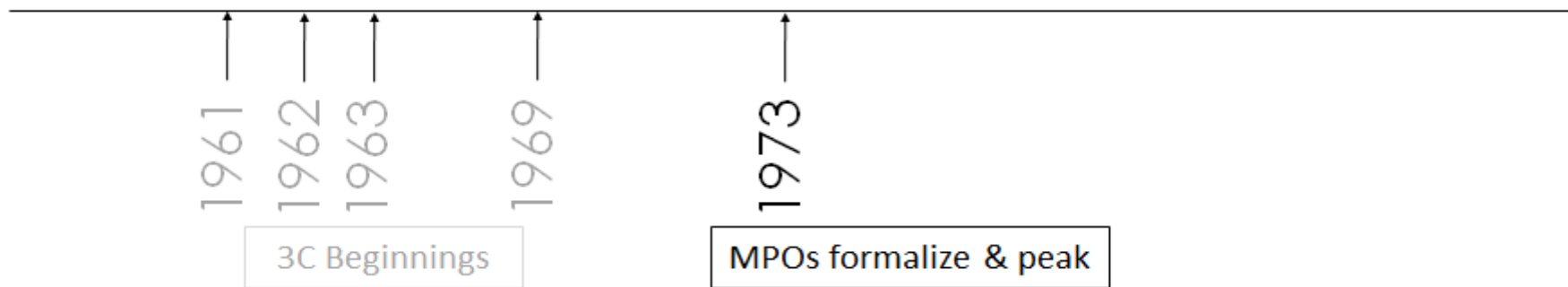
Federal law provides for significant latitude in how MPOs are structured and governed. Practical realities also mean that MPOs have different technical capacities.

How do MPO governance and capacity impact transportation investment outcomes? How can we study questions in this vein?

Background

1973 Highway Act

Requires MPOs that include elected officials

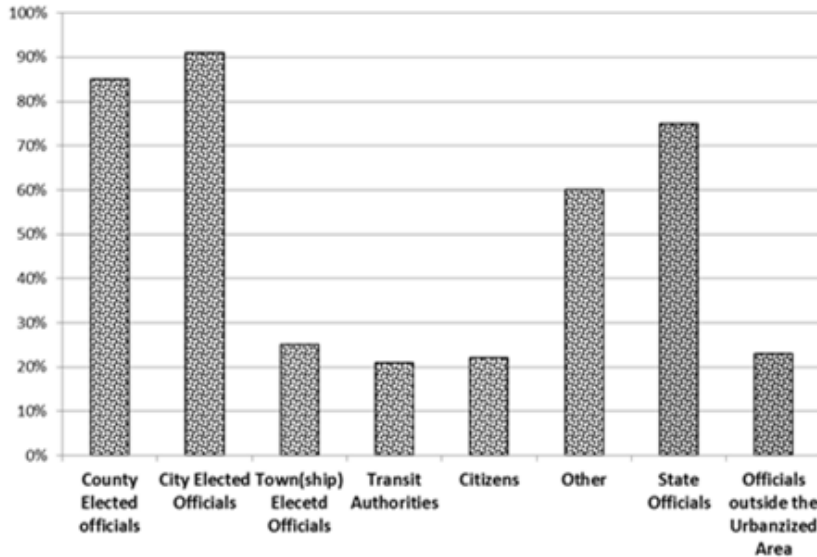


1973: Federal Aid Highway Act

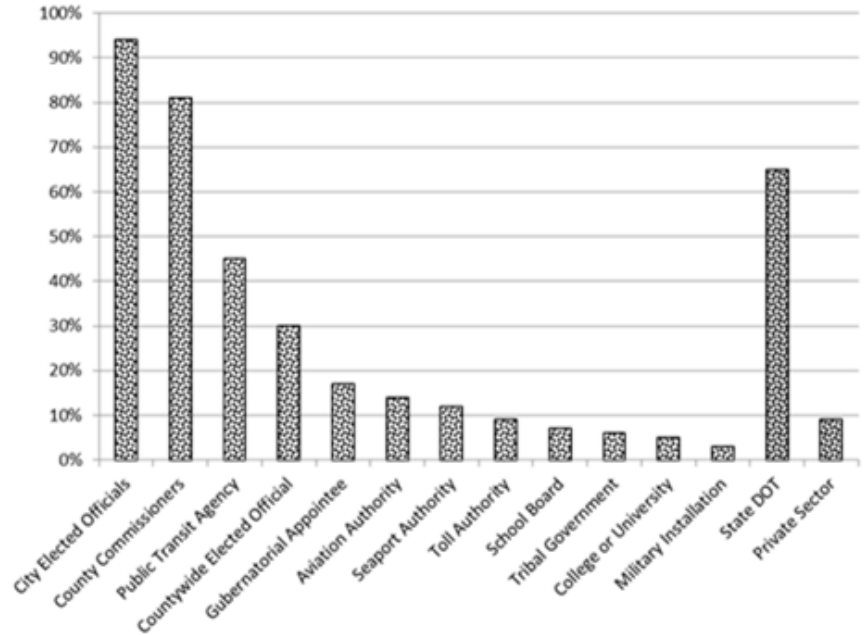
MPOs required in areas > 50,000 residents; include ***local elected officials***; TIP

Broadening of Board Membership

1977



2010



MPOs (%) with Board Seat for this Participant

Transit Research Questions

Across the 400+ MPOs in the U.S., what are the different ways that MPO boards provide transit operators with voting representation?

How common is it for transit agencies to have a direct voting seat on MPO boards?

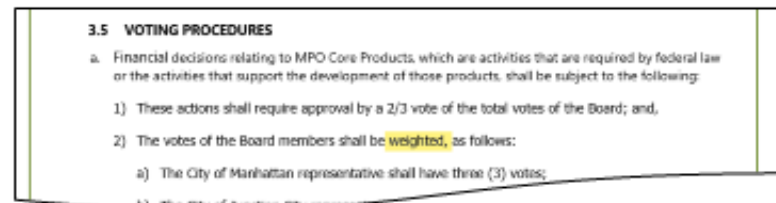
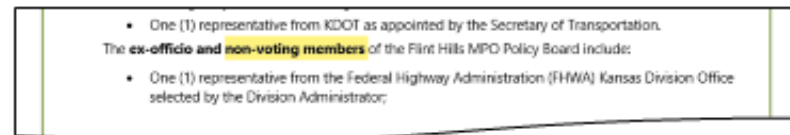
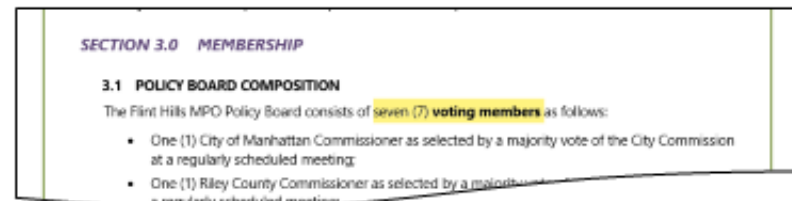
When transit operators have a voting board seat, is the MPO more likely to flex highway dollars to transit?

Database Creation Process

- Used an iterative process to determine relevant variables
- Narrowed variables down based on prioritizing consistency
 - Yes/No
 - Drop down categories
 - Limited open-ended responses
 - Created links to documentation for additional context
- Peer reviewed evaluated information and to ensure uniform response
- Random sort of MPOs based on population

Sources

- MPO Websites
- MPO and Transportation Policy Board Bylaws
- MoU's
- LRTPs (Long Range Transportation Plan)
- Travel Demand Modelling documentation
- Other regional plans
- Statewide travel demand models
- Email the MPO in cases of missing information



Information Categories

- General Information/Statistics
- Governance Variables
- Committee/Sub committee/ Task Force
- Travel Demand Model Variables

Database: A sneak peak

Currently 41 complete with another 61 in some stage of review

Information Categories

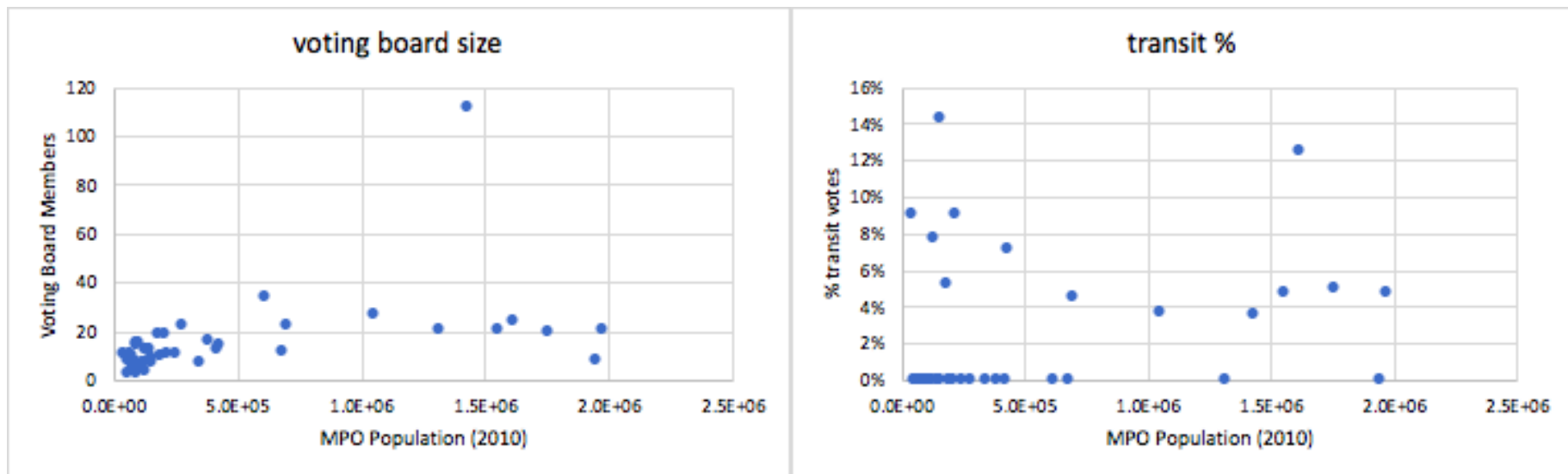
- General Information/Statistics
 - Location, Multistate
 - Population, Designation Year
- Governance Variables
 - Number of voting members on policy boards
 - Number of transit/airport voting representation
- Committee/Sub committee/ Task Force
 - Airport; Ped/Bike; Transit
- Travel Demand Model Variables
 - Type of model; modes considered

Preliminary Statistics - governance & committees

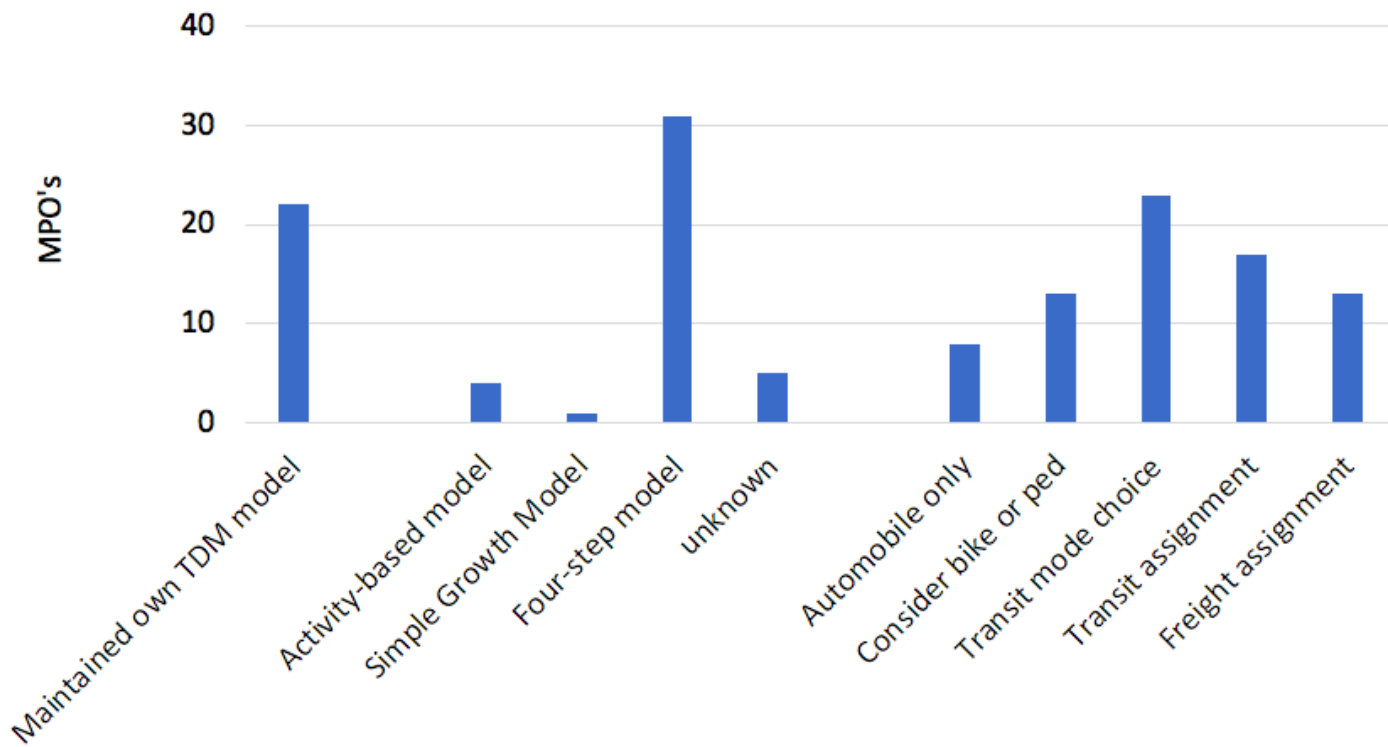
Based on 41 MPOs (~10%), 3-5 from each 10th percentile

Avg Voting Members:	15.6	Ranges from 3 to 112
Weighted Avg Voting Members:	24.5	
	MPO's	%
Has Voting Transit Representation	13	32%
Airport Committees	0	0%
Pedestrian or Bicycle Committees	9	22%
Transit Committees	2	5%

Preliminary Statistics



Preliminary Statistics - Travel Demand Modelling



Next Steps

How will information be used?

- Database completion
- Combine database with airport, transit, and funding datasources
- Determine trends with regards to megaregions

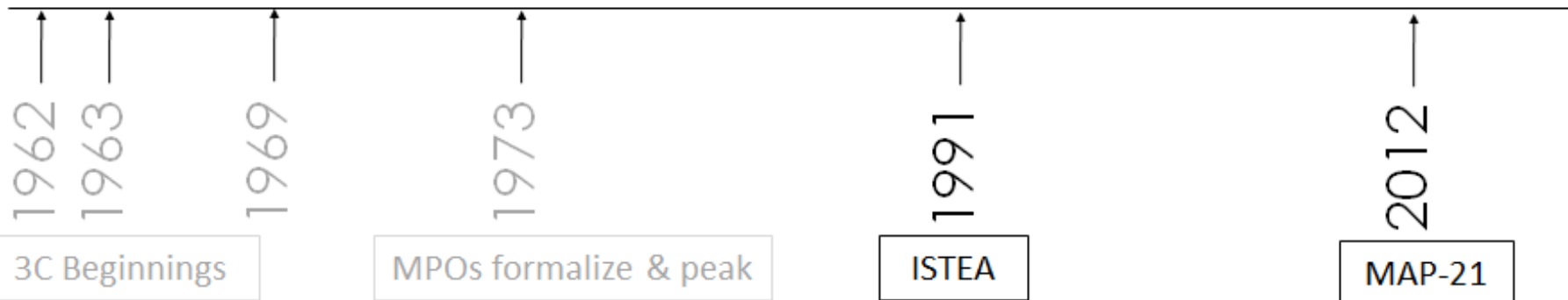
Example Hypothesis

\$ flexed to transit in MSA =

f(direct voting seat for transit on MPO board [Y/N],
+ controls: transit ridership, regional population,
highway vehicle miles traveled (VMT))

ISTEA-Era and beyond

Broadens MPO participation



1991: Intermodal Surface Transportation Efficiency Act (ISTEA)

Public participation. STP & CMAQ suballocations. AQ conformity. Fiscal constraint.

2012: Moving Ahead for Progress (MAP-21)

Requires transit representation on large-MPO policy boards.

The background features a large, semi-transparent logo for 'CMM2'. The 'C' is on the left, 'MM' is in the center, and '2' is on the right. Two horizontal teal lines cross the top of the logo. The text 'Questions and Discussion' is centered in a bold orange font.

Questions and Discussion

Thank you!

Two horizontal teal lines are positioned above the faded text. The text 'Cooperative Mobility for Competitive Megaregions' is displayed in a light grey font, with 'Cooperative' and 'Competitive' on the left and 'Mobility for Megaregions' on the right.

Cooperative Mobility for
Competitive Megaregions