

# MPOAC

## Federal Surface Transportation Authorization Principles

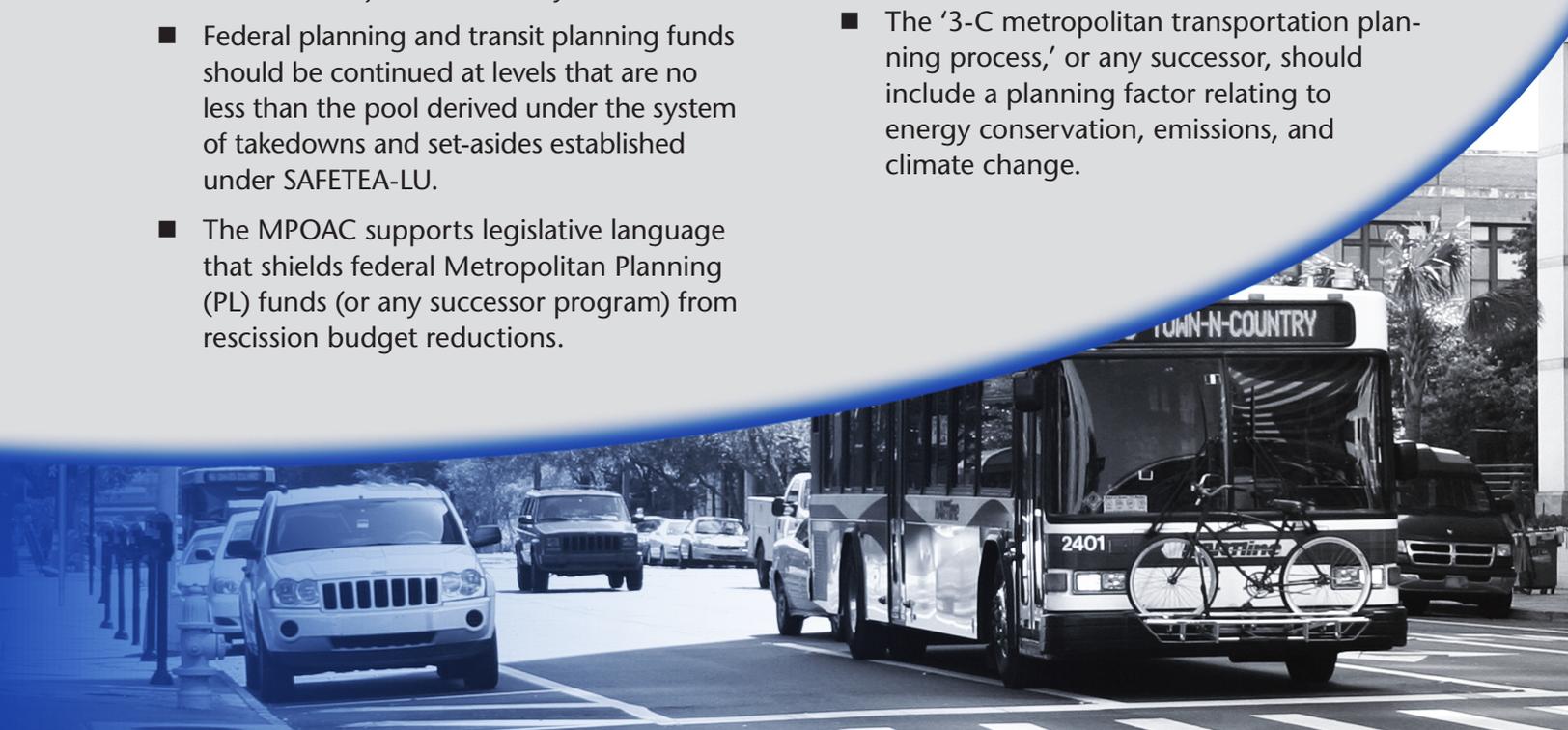
**The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the twenty-six MPOs in the State of Florida. The principles are intended to serve as policy guidance to members of Congress, the Florida Department of Transportation, and the MPOAC's partner organizations.**

### MPO Administration and Funding

- The MPOAC supports the designation of Metropolitan Mobility Authorities (MMA) to address issues unique to large urban areas including traffic congestion, public transit, and multimodal freight movement. MMAs would administer all appropriate federal program funds in metropolitan statistical areas larger than 500,000 people. The administrative structure of MMAs should be determined by the existing MPOs or group of MPOs that comprise the MMA area.
- The MPOAC supports raising the MPO designation threshold to 100,000 people and encourages newly designated urbanized areas to join with nearby MPOs.
- Federal planning and transit planning funds should be continued at levels that are no less than the pool derived under the system of takedowns and set-asides established under SAFETEA-LU.
- The MPOAC supports legislative language that shields federal Metropolitan Planning (PL) funds (or any successor program) from rescission budget reductions.

### Roles, Responsibilities and Programs

- The MPOAC supports a continued strong Federal role in transportation policy and funding, with an emphasis on system preservation, safety, and metropolitan congestion. States should maintain their historic lead role in planning and programming for inter-regional movement of people and goods, while MPOs continue their traditional role as the primary planning and programming agency in metropolitan areas. Federal program funds should be allocated in a manner that advances the ability of states and MPOs to meet their responsibilities under these traditional roles.
- The '3-C metropolitan transportation planning process,' or any successor, should include a planning factor relating to energy conservation, emissions, and climate change.





- The MPOAC supports the designation of a multi-modal National Freight Network. The network should be funded, in part, by a dedicated stream of fees and taxes on freight shipments and freight vehicles.
- The MPOAC believes that MPOs should be given advice and consent authority over toll projects and public/private partnerships in their metropolitan area.
- The MPOAC supports legislative language that mandates new rulemaking for metropolitan and statewide transportation planning within 18 months of the passage of new federal transportation authorization legislation.

## Taxation and Finance

- The MPOAC endorses the consolidation of funding streams across FHWA/FTA from the current 108 programs to no more than 10. The resulting programs should increase funding flexibility within a multi-modal metropolitan transportation planning system.
- In an effort to insulate decision-making on transportation revenue increases from political pressure, the MPOAC endorses the creation of an Independent Transportation Revenue Adjustment Commission that is empowered to recommend transportation tax and fee rates to Congress.
- The MPOAC supports efforts to increase and index federal transportation revenue streams to, at a minimum, keep pace with inflation. The MPOAC also supports efforts

to address future transportation funding needs through new and innovative mechanisms which could include a vehicle miles traveled based approach.

- The MPOAC supports legislative language that requires revenue generated from new tolls instituted on existing federal-aid facilities be directed toward congestion relief within that metropolitan area.
- The MPOAC supports innovative financing of infrastructure through public/private partnerships. In particular, the MPOAC endorses programs that enable public agencies to access private equity markets, such as State Infrastructure Banks, Private Activity Bonds, and Transportation Infrastructure Finance and Innovation Act funds.
- The MPOAC supports additional movement towards minimizing donor state inequities.

---

For more information, please contact:

**Howard Glassman, MPOAC Executive Director**  
605 Suwannee Street, MS 28B  
Tallahassee, FL 32399-0450  
[howard.glassman@mpoac.org](mailto:howard.glassman@mpoac.org)  
(850) 414-4062

