

MPO

PROGRAM MANAGEMENT HANDBOOK

CHAPTER 1

Introduction



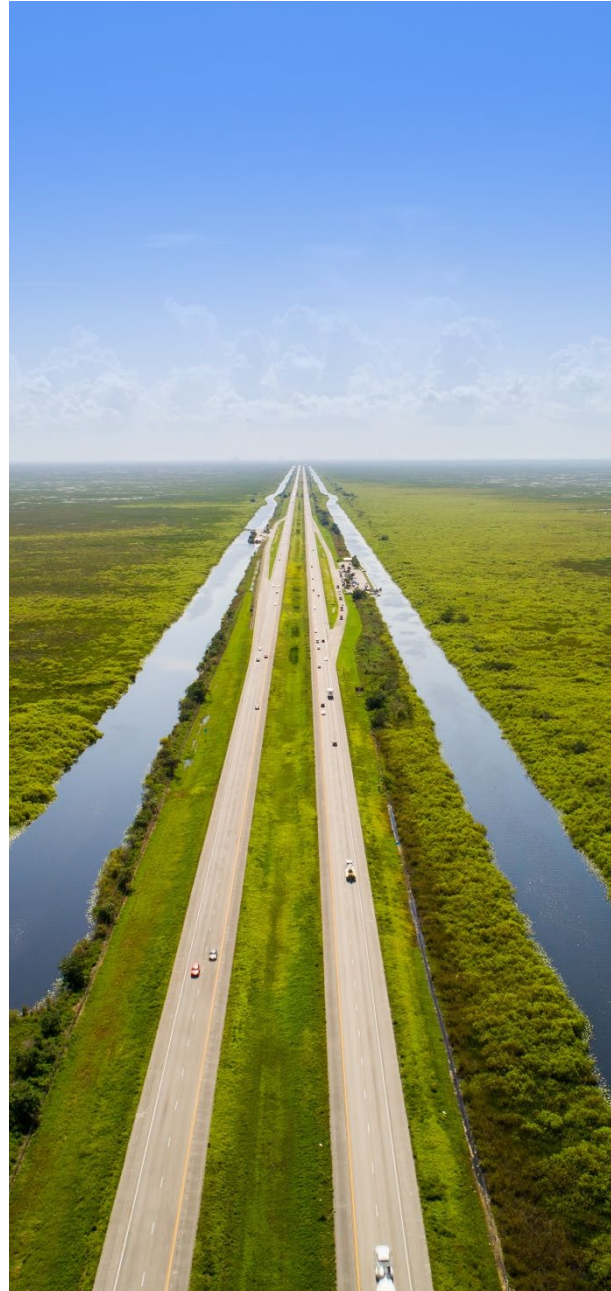
OFFICE OF POLICY PLANNING



1. Introduction

Key Chapter Changes

The Introduction chapter was updated to provide an introductory explanation of Metropolitan Planning Organizations (MPOs), updated resources, and was reordered for ease of access and organization. The chapter has been reformatted for accessibility.
(September 24, 2024)



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1.1 What is an MPO?

Metropolitan Planning Organizations (MPOs) are federally mandated transportation planning organizations comprised of representatives from local governments and transportation authorities. An MPO's role is to develop and maintain the required transportation plans for a metropolitan area to ensure federal funds support local priorities. In Florida, some MPOs use slightly different names, such as Transportation Planning Organizations (TPOs), Transportation Planning Agencies (TPAs), or Metropolitan Transportation Planning Organizations (MTPOs). Some MPOs in Florida don't use any of these variations in their names. Irrespective of their name, all MPOs must comply with the same rules, regulations, and planning processes.

Federal transportation planning requirements for metropolitan areas have been in place for several decades. In 1962, the United States Congress passed the Federal-Aid Highway Act. The act provided federal-aid highway funding to urban areas with populations greater than 50,000, contingent on the establishment of a continuing and comprehensive transportation planning process carried out cooperatively by state and local communities (i.e., 3-C planning process). To address needs more effectively for regional coordination of transportation planning across jurisdictional boundaries, the 1973 Federal-Aid Highway Act mandated the creation or designation of MPOs for urban areas. MPOs are required to implement the 3-C planning process and comply with federal and state transportation planning requirements as a condition of the receipt of federal transportation funds.

The [Intermodal Surface Transportation Efficiency Act of 1991 \(ISTEA, PL 102-240\)](#) gave MPOs the responsibility to involve the public in the planning process through expanded citizen participation opportunities and requirements. Another important change prompted by this legislation was the requirement for MPOs to “financially constrain” their long- and short-range transportation plans.

The [Transportation Equity Act for the 21st Century \(TEA-21, PL 105-178\)](#), enacted in 1998, added a requirement for public involvement during the MPO certification review. It also required seven Federal Planning Factors be included in transportation plans.

In 2005, the [Safe, Accountable, Flexible, Efficient, Transportation Equity Act \(SAFETEA-LU, PL 109-59\)](#) increased public involvement responsibilities. This included new Public Participation Plan (PPP) requirements to provide reasonable opportunities for all parties to provide input to MPO plans.

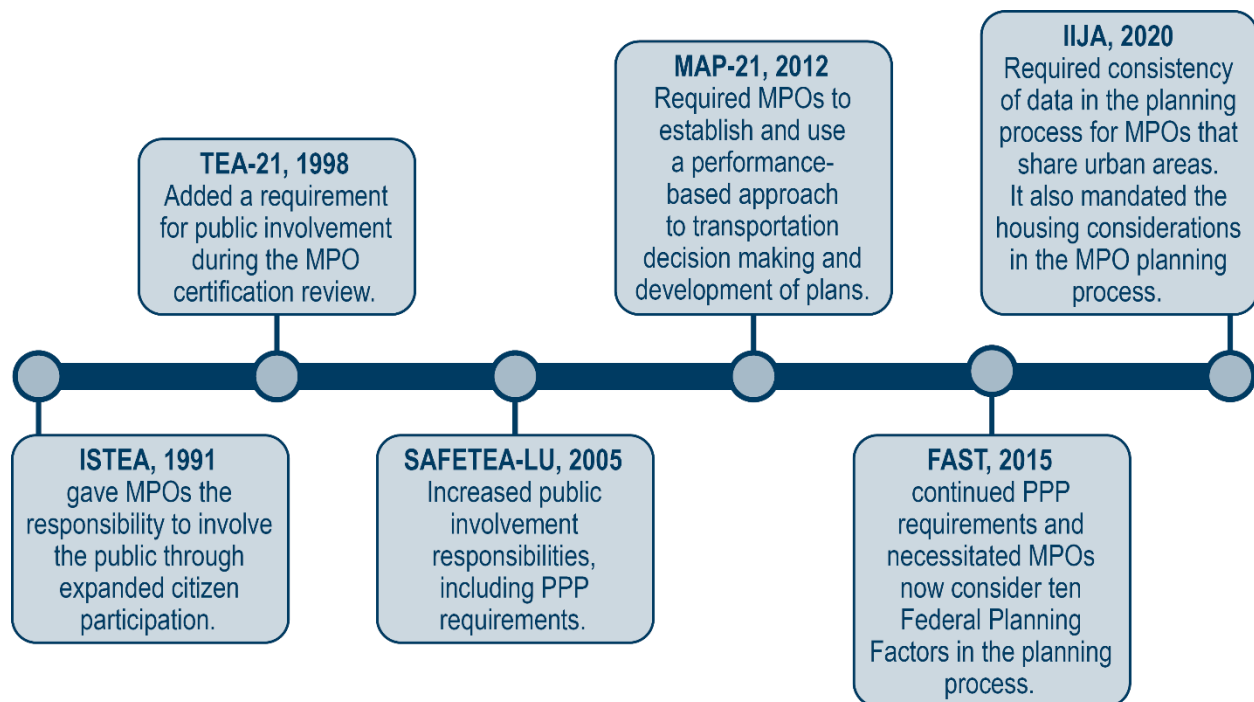
The [Moving Ahead for Progress in the 21st Century Act \(MAP-21, PL 112-141\)](#) of 2012 required MPOs to establish and use a performance-based approach to transportation decision making and development of plans.

The **Fixing America's Surface Transportation System Act (FAST, PL 114-94)** of 2015 continued the Public Participation Plan (PPP) requirements and necessitated MPOs now consider ten Federal Planning Factors in the planning process.

In 2020, the **Infrastructure Investment and Jobs Act (IIJA, PL 117-58)** required consistency of data in the planning process for MPOs that share urban areas. It also mandated housing considerations in the MPO planning process. MPOs can address these new requirements through a housing coordination process, which may include affordable housing organizations. Transportation plans may also use housing distribution as a factor for scenario planning, amongst other options.

Together, this timeline, shown in **Figure 1.1** gives a snapshot of federal transportation planning requirements enacted over 65 years.

Figure 1.1 Timeline of Federal Transportation Planning Requirements



MPOs also must consider 10 federal planning factors in the planning process ([23 CFR 450.306\(b\)](#)), which are presented below and in [Figure 1.2](#).

- ❖ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- ❖ Increase the safety of the transportation system for motorized and non-motorized users;
- ❖ Increase the security of the transportation system for motorized and non-motorized users;
- ❖ Increase accessibility and mobility of people and freight;
- ❖ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- ❖ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- ❖ Promote efficient system management and operation;
- ❖ Emphasize the preservation of the existing transportation system;
- ❖ Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- ❖ Enhance travel and tourism.

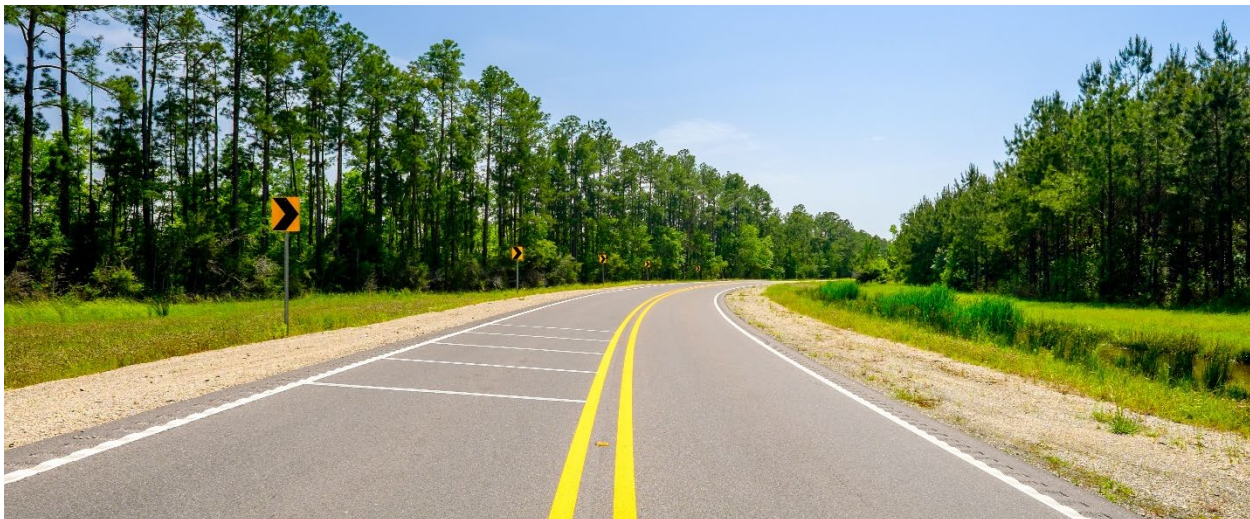


Figure 1.2 Federal Planning Factors



1.2 What Does an MPO Do?

An MPO carries out four primary activities:

- ❖ Develop and maintain a Long Range Transportation Plan (LRTP), which addresses no less than a 20-year planning horizon. Several MPOs go past the minimum 20-year horizon. Federal guidance refers to LRTPs as Metropolitan Transportation Plans (MTPs), but the plan may be referred to by different names in each region.
- ❖ Update and approve a Transportation Improvement Program (TIP), which is a four-year program for highway and transit improvements. In Florida, MPOs are required to annually develop and adopt a TIP that includes a five-year program of projects. The fifth year is included for illustrative purposes.
- ❖ Develop and adopt a Unified Planning Work Program (UPWP), which identifies an MPO's budget and planning activities that are to be undertaken in the metropolitan planning area.
- ❖ Prepare a Public Participation Plan (PPP), which describes how an MPO involves the public and stakeholder communities in transportation planning. An MPO must also periodically evaluate whether its public involvement process continues to be effective.

These activities, presented in **Figure 1.3** below, are required for an MPO to qualify for and receive federal transportation funds.

Figure 1.3 MPO Primary Activities

Develop, Maintain, and Adopt LRTP	20-year planning horizon for establishing future goals, strategies, and projects.
Develop, Update, and Adopt TIP	4-year program for highway and transit improvements with an included fifth year for illustrative purposes.
Develop and Adopt UPWP	Identifies an MPO's planning budget and planning activities.
Develop and Adopt PPP	Describes how an MPO involves the public and stakeholders in transportation planning.

An LRTP includes both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system, including accessible pedestrian walkways and bicycle transportation facilities, to facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand [\[23 CFR 450.324\(a\)\(b\)\]](#). For areas that are considered to be in air quality attainment thresholds, LRTPs are updated at least every five years. This is to confirm the plan's validity and consistency with current and forecasted transportation and land use trends and conditions, as well as to extend the forecast period to include at least a 20-year planning horizon. Areas considered to be in non-attainment are required to update their LRTPs every 4 years. [\[23 CFR 450.324\(c\)\]](#)

Each MPO's LRTP must consider the goals and objectives identified in the [Florida Transportation Plan \(FTP\)](#), which is the Long Range Transportation Plan for the state. [\[s.339.175\(7\)\(a\), FS\]](#) The 2055 FTP outlines the transportation vision for the state with a 30-year planning horizon and identifies the goals, objectives, and strategies that can be used to accomplish that vision. The state shall develop the FTP in cooperation with the MPOs. [\[23 CFR 450.216\(g\)\]](#) and [\[s.339.175\(7\)\(a\), FS\]](#)

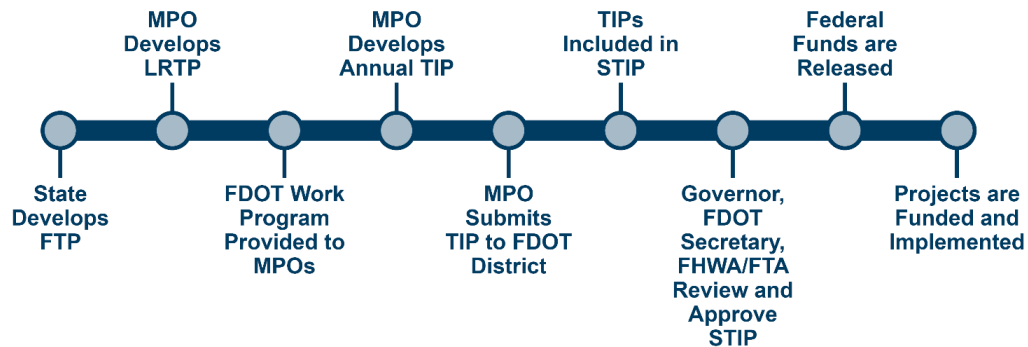
An MPO's TIP reflects short-term transportation investment priorities established in the MPO's current LRTP. It includes surface transportation projects within the boundaries of the MPO area that receive federal funds. Federal law requires the TIP to cover a period of no less than four years and must be updated at least every four years. In Florida, [\[s.339.175\(8\)\(a\), FS\]](#) requires the TIP list projects over a five-year period. If the TIP covers more than four years, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will consider the projects in the additional years as illustrative. [\[23 CFR 450.326\(a\)\]](#) The listed projects in the TIP are based on the List of Prioritized Projects (LOPP). The LOPP is prepared annually by each MPO and must be based upon project selection criteria that, at a minimum, considers:

- ❖ The approved MPO LRTP;
- ❖ The Strategic Intermodal System Plan under [\[s.339.64\]](#);
- ❖ The priorities developed pursuant to [\[s.339.2819\(4\)\]](#)
- ❖ The results of the transportation management systems; and
- ❖ The MPOs public-involvement procedures

The schedule for the development of a TIP must be compatible with the schedule for the development of FDOT's Work Program. [\[s.339.175\(8\)\(c\)\(1\), FS\]](#). This process involves solicitation of project requests from agencies responsible for providing transportation services and facilities, cooperatively ranking projects, and selecting the highest priority projects that can be implemented with the estimated available funding. Each MPO's TIP is included in Florida's Statewide Transportation Improvement Program (STIP). Due to the important relationship between the TIP and the STIP, additional information on the STIP can be found in FDOT's [Work Program Instructions Part IV, Chapter 5: Statewide and Local Transportation Improvement Programs](#).

Figure 1.4 shows the general LRTP and TIP steps in the statewide and metropolitan planning processes.

Figure 1.4 Statewide and Metropolitan Planning Processes



Each MPO, in cooperation with state and public transportation operators must develop a UPWP that includes a discussion of the planning priorities for the MPO's planning area. [\[23 CFR 450.308\(c\)\]](#). UPWPs identify the work an MPO proposes to accomplish over the next two-year period. In Florida, MPOs are currently on a two-year UPWP schedule. FDOT Central Office provides the Districts and MPOs with a UPWP balance sheet which includes the planning funds (PL) allocation for Year One of the UPWP and the anticipated PL allocation for Year Two. [Chapter 3 of the MPO Handbook: Unified Planning Work Program](#) discusses the UPWP process in greater detail.

Each MPO must develop and use a PPP that defines a process for engaging:

- ❖ Individual stakeholders;
- ❖ affected public agencies;
- ❖ representatives of public transportation agencies;
- ❖ public ports;
- ❖ freight stakeholders;

- ❖ private providers of freight transportation services;
- ❖ private providers of transportation (including intercity bus operators, employer-based commuting programs (carpool/vanpool programs, transit benefit program, parking cash-out program, shuttle program, or telework program);
- ❖ representatives of users of public transportation;
- ❖ representatives of users of pedestrian walkways and bicycle transportation facilities;
- ❖ representatives of the disabled; and
- ❖ other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process [23 CFR 450.316\(a\)](#).

MPOs must develop a PPP in consultation with all interested parties and it must describe procedures, strategies, and desired outcomes for public participation. It must also periodically review the effectiveness of the procedures and strategies. [Chapter 6 of the MPO Handbook: Public Participation Plan](#) provides more details about PPPs.

Table 1.1 presents FDOT and MPO transportation planning products and associated review and update requirements.

Table 1.1 Statewide and MPO Transportation Planning Products

Planning Product	Who Develops	Who Approves	Time Horizon	Content	Update Requirements
FTP	FDOT	FDOT	Federal: 20 Years Florida: Minimum 20 Years. Often, set to a 40- or 30-year horizon	Future goals and strategies	Federal: Not specified Florida: Every 5 years
LRTP	MPO	MPO	Federal: 20 Years Florida: 20+ years	Future goals, strategies and transportation improvements	Federal: Every 5 years (4 years for nonattainment and maintenance areas) Florida: Every 5 years
STIP	FDOT	FHWA and FTA	Federal: 4 Years Florida: Illustrative 5 th year	Transportation improvements	Federal: Every 4 years Florida: Annual
TIP	MPO	MPO and Governor	Federal: 4 Years Florida: Illustrative 5 th year	Transportation improvements	Federal: Every 4 years Florida: Annual
LOPP	MPO	MPO	Florida: 5 years	Transportation improvements	Florida: Annual
UPWP	MPO	MPO, FHWA and FTA	Federal: 1-2 Years Florida: 2 Years	MPO planning tasks and budget	Federal: At least once every 2 years Florida: Every 2 years
PPP	MPO	MPO	Federal: Not specified Florida: Not specified	Procedures and strategies for engaging the public	Federal: Periodic review and update Florida: Periodic review and update

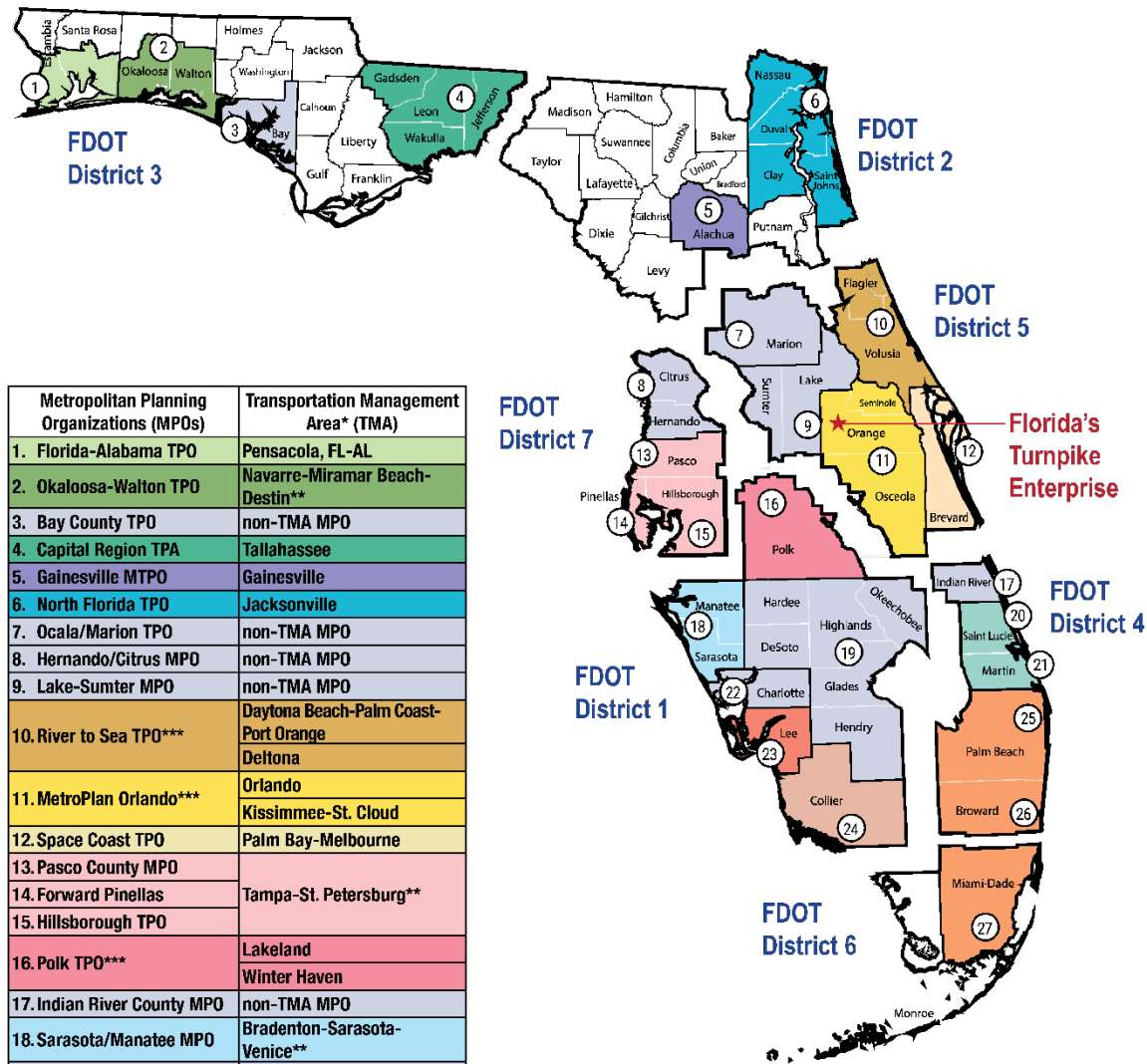
1.3 Florida's MPOs

Florida has 27 MPOs serving metropolitan areas with a wide range of population sizes, from just over 150,000 people to more than 2,700,000 people based on data from the 2020 Census. MPOs are categorized as either a Transportation Management Area (TMA) MPO or a Non-TMA MPO. FHWA designates a TMA for census designated urban areas with 200,000 people or more. In Florida 20 MPOs encompass 18 TMAs. The planning requirements for TMA MPOs and Non-TMA MPOs are slightly different.

Figure 1.5 presents a map of the TMA and Non-TMA MPOs throughout Florida and contains a list of all Florida MPOs and TMAs. Each MPO has a metropolitan planning area, or MPO boundary, as determined by its respective boards, with concurrence from the Governor. The boundary is reviewed every 10 years following the US decennial census and is shown within each MPO's Apportionment Plan. More information on Apportionment Plans can be found in [Chapter 2 of the MPO Handbook: Metropolitan Planning Organization Formation and Modification.](#)

Figure 1.5 Florida MPO/TMA Areas

Florida MPO/TMA Areas



Metropolitan Planning Organizations (MPOs)	Transportation Management Area* (TMA)
1. Florida-Alabama TPO	Pensacola, FL-AL
2. Okaloosa-Walton TPO	Navarre-Miramar Beach-Destin**
3. Bay County TPO	non-TMA MPO
4. Capital Region TPA	Tallahassee
5. Gainesville MTPO	Gainesville
6. North Florida TPO	Jacksonville
7. Ocala/Marion TPO	non-TMA MPO
8. Hernando/Citrus MPO	non-TMA MPO
9. Lake-Sumter MPO	non-TMA MPO
10. River to Sea TPO***	Daytona Beach-Palm Coast-Port Orange Deltona
11. MetroPlan Orlando***	Orlando Kissimmee-St. Cloud
12. Space Coast TPO	Palm Bay-Melbourne
13. Pasco County MPO	Tampa-St. Petersburg**
14. Forward Pinellas	
15. Hillsborough TPO	
16. Polk TPO***	Lakeland Winter Haven
17. Indian River County MPO	non-TMA MPO
18. Sarasota/Manatee MPO	Bradenton-Sarasota-Venice**
19. Heartland Regional TPO	non-TMA MPO
20. St. Lucie TPO	Port St. Lucie**
21. Martin MPO	
22. Charlotte County-Punta Gorda MPO	non-TMA MPO
23. Lee County MPO	Cape Coral
24. Collier MPO	Bonita Springs-Estero**
25. Palm Beach TPA	Miami-Ft. Lauderdale**
26. Broward MPO	
27. Miami-Dade TPO	

Florida Department of Transportation (FDOT) Districts

* Urban area population over 200,000

** Navarre-Miramar Beach-Destin, Tampa-St. Petersburg, Bradenton-Sarasota-Venice, Port St. Lucie, Bonita Springs-Estero, and Miami-Fort Lauderdale TMAs are within multiple MPOs

*** River to Sea TPO, MetroPlan Orlando, and Polk TPO contain multiple TMAs

1.3.1 MPO Organizational Structure

MPO organizational structures span a continuum that range from fully independent freestanding (non-hosted) organizations to those that are so integrated with a host agency that they form a single, indistinguishable all-in-one agency. Hosted MPOs are typically affiliated with another governmental agency, such as a county or regional planning council. **Figure 1.6** provides detailed information about MPO structures that fall along this continuum.

Figure 1.6 MPO Organizational Structures

Independent MPOs	Hosted MPOs
<ul style="list-style-type: none">• Freestanding Independent MPO. An MPO meets all of its operating needs.• Leaning Independent MPO. An MPO receives some services from one of its member agencies under a severable contract.	<ul style="list-style-type: none">• Component MPO. MPO functions are separated from most functions of the host, but remains a division of the umbrella agency.• Dual Purpose MPO. A host leverages MPO planning funds to maintain transportation planning staff that perform both MPO planning and host agency transportation planning functions.• All-in-One Agency. An agency does not differentiate between MPO functions, non-MPO transportation functions, and all other functions of the broader agency.

1.3.2 MPO Agreements, Statements & Assurances

MPOs enter into agreements with FDOT, other parties or agencies, and local governments. In addition, MPOs are required to make certain statements and assurances related to Debarment and Suspension; Disadvantaged Business Enterprise; Lobbying Certification for Grants, Loans and Cooperative Agreements; and Title VI/Nondiscrimination. **Table 1.2**, **Table 1.3**, and **Table 1.4** include all required and optional agreements, statements, and assurances located within FDOT's [Procedural Document Library](#).

Agreements between FDOT and an MPO include:

- ❖ **Interlocal Agreement:** An agreement used for the creation/formation of an MPO. It includes the responsibilities of each agency involved in carrying out the metropolitan transportation planning process.
- ❖ **FDOT/MPO Agreement:** Establishes the cooperative relationship between the MPO and FDOT to accomplish the transportation planning requirements of federal and state law.

- ❖ **Public Transportation Grant Agreement (PTGA):** Provides “state funding” to the MPO to assist in meeting FTA local match requirements.
 - FTA 5305(d) funds are converted to PL funds via the Consolidated Planning Grant (CPG). As a result, PTGAs are being phased out and will not be used often.

More information can be found on the in **Table 1.2** and in **Chapter 2 of the MPO Handbook: Metropolitan Planning Organization Formation and Modification.**

Table 1.2 Agreements Between FDOT and MPOs

Name	Form #	Length
Interlocal Agreement for Creation of the MPO	<u>Form No. 525-010-01</u>	Reviewed every Five Years (concurrent with the decennial census and/or concurrent with a new Federal Reauthorization bill and updated as necessary)
FDOT/Metropolitan Planning Organization Agreement <i>Amendment to the FDOT/Metropolitan Planning Organization Agreement</i>	<u>Form No. 525-010-02 1</u> <u>Form No. 525-010-02A</u>	Two Years (concurrent with the 2-year UPWP) Two Years (concurrent with the 2-year UPWP)
Public Transportation Grant Agreement <i>Public Transportation Grant Agreement Exhibits</i> <i>Amendment to the Public Transportation Grant Agreement</i> <i>Amendment for Extension of Public Transportation Grant Agreement</i>	<u>Form No. 725-000-01</u> <u>Form No. 725-000-02</u> <u>Form No. 725-000-03</u> <u>Form No. 725-000-04</u>	Annual <i>Annual</i> <i>Annual</i> <i>Annual</i>

Italicized Rows are Amendments to Agreements

Table 1.3 Agreements Between MPOs and Other Parties

Name	Form #	Length
Multiple MPOs within One Urban Area (Interlocal Agreement)	There is no official form since this is an agreement between an MPO and a third party. Typically called an Interlocal Agreement but is not the same the agreement for creation/formation of the MPO	N/A
Commission for Transportation Disadvantaged Joint Participation Agreement	There is no official form since this is an agreement between an MPO and the Florida Commission for the Transportation Disadvantaged	N/A
Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement	<u>Form No. 525-010-03</u>	Five Years
MPO Agreement with host or partner agencies	There is no official form since this is an agreement between an MPO and a third party in support of MPO functions	N/A

Table 1.4 MPO UPWP Statements & Assurances

Name	Form #	Length
Debarment and Suspension	<u>Form No. 525-010-08</u>	Two Years (concurrent with the 2-year UPWP)
Lobbying Certification for Grants, Loans and Cooperative Agreements	<u>Form No. 525-010-08</u>	Two Years (concurrent with the 2-year UPWP)
Disadvantaged Business Enterprise Utilization	<u>Form No. 525-010-08</u>	Two Years (concurrent with the 2-year UPWP)
Title VI/Nondiscrimination Assurance	<u>Form No. 525-010-08</u>	Two Years (concurrent with the 2-year UPWP)
MPO Joint Certification Part 1 – FDOT District	<u>Form No. 525-010-05a</u>	Annual
MPO Joint Certification Part 2 – MPO	<u>Form No. 525-010-05b</u>	Annual
MPO Joint Certification Statements	<u>Form No. 525-010-05c</u>	Annual

1.3.3 Florida MPO Board Composition

Each MPO has a Governing Board. The number of board members varies and consists of voting and non-voting members. MPOs serving areas with a population greater than one million people tend to have the largest boards. MPOs serving populations below 200,000 people tend to have the smallest boards. [Section 339.175\(3\), FS](#), establishes a 25-member cap for each MPO Governing Board. In addition to the voting membership established in [s.339.175, FS](#), [s.339.176, FS](#) establishes the County Charter provision where the MPO must include a voting member on the MPO Board for every city within a Chartered County with more than 50,000 people.

[Section 339.175\(3\)\(a\), FS](#), states that “Voting members shall be elected officials of general-purpose local governments; one of whom may represent a group of general-purpose local governments through an entity created by an MPO for that purpose. An MPO may include, as part of its apportioned voting members, a member of a statutorily authorized planning board, an official of an agency that operates or administers a major mode of transportation, or an official of Space Florida.” It is also required in [23 CFR 450.310\(d\)](#) that each MPO that serves a designated TMA shall consist of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, and appropriate state officials.

[Section 339.175\(3\)\(a\), FS](#), also states, “In accordance with [23 USC 134](#), the Governor may also allow MPO members who represent municipalities to alternate with representatives from other municipalities within the metropolitan planning area that do not have members on the MPO.” These rotating MPO Governing Board seats allow groups of municipalities (typically smaller population municipalities – often grouped by geographic proximity) to engage in MPO processes more fully by allowing them to rotate on and off the MPO Governing Board as a full voting member, taking turns representing the interests of the group they represent.

[Section 339.175\(4\)\(a\), FS](#), states that FDOT shall serve as nonvoting advisors to the governing board. Additional nonvoting members may be appointed by the MPO, as deemed necessary. However, to the maximum extent feasible, each MPO shall seek to appoint nonvoting members of various multimodal forms of transportation not otherwise represented by voting members of the MPO. More information can be found in [Chapter 2 of the MPO Handbook: Metropolitan Planning Organization Formation and Modification](#).

1.3.4 *Florida MPO Committees*

Florida Statute requires each MPO to have a Technical Advisory Committee (TAC) and a Citizens Advisory Committee (CAC). These committees meet prior to board meetings to develop recommendations for presentation to the Board.

Pursuant to [s.339.175\(6\)\(d\), FS](#), each MPO appoints a TAC whose members serve at the pleasure of the MPO. A TAC consists of transportation professionals working for government agencies, who review plans, projects, and programs from a technical perspective. The members of a TAC “must include, whenever possible, planners, engineers, representatives of local aviation authorities, port authorities, and public transit authorities or representatives of aviation departments, seaport departments, and public transit departments of municipal or county governments; as applicable, the school superintendent of each county within the jurisdiction of the MPO or the superintendent’s designee; and other appropriate representatives of affected local governments.” Federal and state agency representatives whose actions are transportation related should also serve on the committee.

In addition to a TAC, each MPO is required to appoint a CAC whose members also serve at the pleasure of the MPO [\[s.339.175\(6\)\(e\), FS\]](#). CACs provides a mechanism for input to the transportation planning process that reflects the citizens' views and interests. They also assist in disseminating relevant information to the public. Membership on a CAC "must reflect a broad cross-section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented."

An MPO may, with the approval of FDOT and the applicable federal governmental agency, adopt an alternative program or mechanism to ensure citizen involvement in the transportation planning process.

[\[s.339.175\(6\)\(e\)\(2\)\]](#)

Regional cooperation and partnerships are essential to the transportation planning process. For this reason, MPOs may establish other active committees or groups to advise the MPO Board on current or local issues in their area.

MPOs may also serve as Designated Official Planning Agencies (DOPA) to assist the Florida Commission for the Transportation Disadvantaged in implementing a transportation disadvantaged (TD) program in designated service areas. The Commission is an independent organization that ensures the availability of transportation services for transportation disadvantaged persons.

1.3.5 *Florida MPO Advisory Council*

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) assists MPOs in carrying out the metropolitan transportation planning process by serving as the principal forum for collective policy discussion. The MPOAC was created by the Florida Legislature as a statewide transportation planning and policy organization to augment the role of individual MPOs in the cooperative transportation planning process and is assigned to the Office of the Secretary of the Florida Department of Transportation for fiscal and accountability purposes. [\[s.339.175\(11\), FS\]](#)

According to its mission statement, the MPOAC improves transportation planning and education by engaging and equipping its members to deliver results through shared innovations, best practices, enhanced coordination, communication, and advocacy. The organization is comprised of a 27-member (one for each MPO) Governing Board consisting of local elected officials of each MPO and, a Staff Directors Advisory Committee consisting of the Executive Directors of each MPO. The MPOAC also includes a Policy and Technical Subcommittee and other sub-committees, as assigned by the Governing Board.

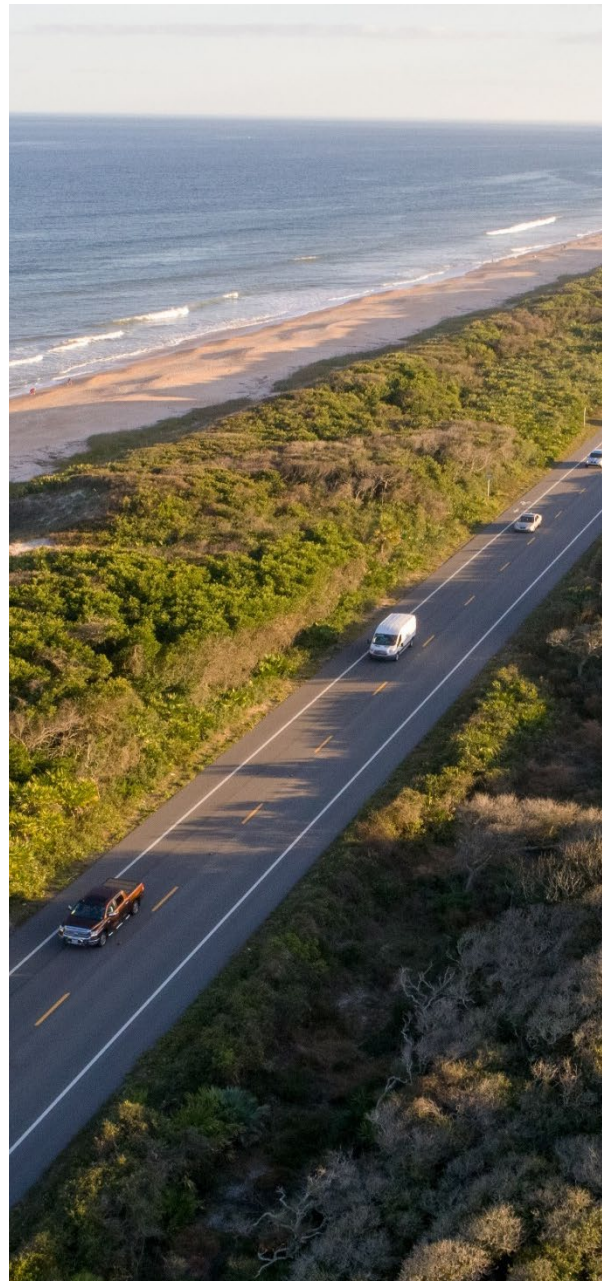
The MPOAC actively participates in the activities of the Association of Metropolitan Planning Organizations (AMPO) and the National Association of Regional Councils (NARC) and works with other stakeholder groups involved with national and statewide transportation policy. The MPOAC runs the MPO Institute for

Elected Officials, which provides MPO Board members with the knowledge and tools necessary to engage in the metropolitan transportation planning process.

The MPOAC Governing Board and Staff Directors Advisory Committee typically meet quarterly. The Policy and Technical Subcommittee typically meets on an ad hoc basis between the quarterly MPOAC meetings.. More information is available on the [MPOAC website](#).

1.3.6 *Florida MPO Contact Information*

FDOT is a decentralized state agency in accordance with legislative mandates. There are seven FDOT Districts throughout Florida, and each is managed by a District Secretary. The Florida Turnpike Enterprise (FTE) acts similarly to the Districts and is overseen by the Turnpike Enterprise Executive Director/CEO. FTE is based in the Orlando-area and stretches across Districts 1, 4, 5, and 6. FTE also oversees tolled roadways in Districts 2, 3, and 7 not connected to the main turnpike roadways. Maps of the FTE systems can be found on the [Florida Turnpike](#) website. Coordination between FDOT and the MPOs occurs mainly through the cooperative planning efforts of the MPOs, FDOT District offices and FTE. **Figure 1.5** highlights the geographical area for each FDOT District. A link to the contact list for each of the 27 MPOs can be found on the [Partner Website](#).



1.4 References

Table 1.5 presents the federal and state statutes, regulations, rules and provides a list of references/definitions from federal or state law, including key plans and guidance about MPOs.

Table 1.5 Federal and State Statutes and References

FEDERAL TRANSPORTATION ACTS

Citation: [Intermodal Surface Transportation Efficiency Act of 1991 \(ISTEA, PL 102-240\)](#)

Description: Gave MPOs the responsibility to involve the public in the planning process through expanded citizen participation opportunities and requirements.

Citation: [Transportation Equity Act for the 21st Century \(TEA-21, PL 105-178\)](#)

Description: Added a requirement for public involvement during the MPO certification review and required the seven Federal Planning Factor in plans.

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Description: Increased public involvement responsibilities and included PPP requirements to provide input to MPO plans.

Citation: [Moving Ahead for Progress in the 21st Century Act \(MAP-21, PL 112-141\)](#),

Description: Required MPOs to establish and use a performance-based approach to transportation decision-making and development of plans.

Citation: [Fixing America's Surface Transportation System Act \(FAST, PL 114-94\)](#)

Description: Continued PPP requirements and necessitated MPOs now consider ten Federal Planning Factors

Citation: [Infrastructure Investment and Jobs Act \(IIJA, PL 117-58\)](#)

Description: required consistency of data in the planning process for MPOs that share urban areas. It also mandated housing considerations in the MPO planning process

PLANNING ASSISTANCE AND STANDARDS

Citation: [23 CFR Part 450](#)

Description: Provides the regulation on statewide metropolitan and nonmetropolitan planning and programming

Citation: [23 USC 134](#)

Description: Provides the regulation on MPO Governing Boards

TRANSPORTATION FINANCE AND PLANNING

Citation: [Section.339.175, FS](#)

Description: Provides the overview of MPOs

Citation: [Section.339.176, FS](#)

Description: Voting membership for MPOs

RESOURCE

Citation: [Work Program Instructions Part IV, Chapter 5: Statewide and Local Transportation Improvement Programs](#)

Description: FDOT website for accessing the Work Program Instructions

Citation: [MPOAC Website](#)

Description: Website to access Metropolitan Planning Organization Advisory Council

Citation: [Florida Transportation Plan](#)

Description: Website to the 2055 Florida Transportation Plan