

MPO Board Membership

How can we consider what alternate stakeholders should serve on the MPO Board?

Background:

1. The Governor's HRMPO Designation document of July 1, 1991 provides the current voting and non-voting MPO Board membership.
2. Over a series of seven MPO reform committee meetings, the MPO Committee has developed a revised (and still evolving) draft set of new MPO Bylaws that has begun to address an updated new MPO Board membership going forward.
3. The Table on the next page depicts both the current and projected draft revisions of MPO Board membership.

Principles that should be considered:

The high level:

1. The MPO Board is a "public body" as that term is used in both the Virginia Freedom of Information Act and the Virginia Public Procurement Act (ref.: Va. Code §§ 2.2-3101, -3701, and - 4301).
2. Similarly, Advisory Committees duly established by the MPO Board are also public bodies.
3. The MPO Board is a decision-making body of considerable importance. The MPO's transportation planning and programming decisions, for example, presage the future investment and expenditure of tens of millions of dollars of public monies each and every fiscal year.
4. Federal regulations often refer to the MPO Board as the MPO Policy Board (and some MPOs use this term on a regular basis).

The practical level:

1. Pursuant to federal legislation, the MPO's decision making process is collaborative, and that collaboration must include the MPO (with its jurisdictional representation), the state (with its VDOT representation) and the region's duly established public transit agencies.
2. Federal regulations permit (encourage) additional voting and non-voting Board members as may be deemed essential to meet the particular character and needs of a particular metropolitan area or region.
3. As a practical matter, every effort should be made to ensure the Board is functional. Too many members, for example, would quickly produce an unwieldy situation.
4. The MPO Board must have well-designed, solid, routine and evident vehicles of obtaining quality input from both public and professional sources.
 - a. The public input could come from having public comment periods (we do), and from having non-voting Board members (as is proposed by adding the CTAC Chair), and/or by establishing A Citizen's Transportation Advisory Committee (as is now being planned).
 - b. The professional input could come from having Board memberships (as has existed with VDOT, FHWA, FTA and transit agency representatives in the past), and from having additional professional representatives (as is now being considered with the FAC Chair, the VPA and VDRPT representatives, the rail representatives, the airport representatives, and we should definitely consider adding a military non-voting representative).

MPO Board Membership – a working paper

VOTING

Current MPO Board	Draft Bylaws MPO Board
One representative per jurisdiction (13)	Pending a voting formula decision (??)
Public Transit Agency representatives (2)	Public Transit Agency representatives (2)
VDOT representative (1)	VDOT representative (1)
	Virginia Port Authority representative (1)
	VDRPT representative (1)
Total: 3 plus jurisdictions = 16	Total: 5 plus jurisdictions =

Comments on Voting Board membership:

- Earlier discussion during the MPO reform Committee meetings considered adding the Advisory Committee Chairs and the legislative representatives as Voting Board members, but these ideas did not obtain majority support.
- The voting formula decision remains pending.

NON-VOTING

Current MPO Board	Draft Bylaws MPO Board
FHWA representative (1)	FHWA representative (1)
FTA representative (1)	FTA representative (1)
FAA representative (1)	FAA representative (1)
VDOA representative (1)	VDOA representative (1)
VRDPT representative (1)	(moved to become a Voting member)
VPA representative (1)	(moved to become a Voting member)
	Legislative representatives (2)
	Chair, CTAC (1)
	All CAOs (13)
	CSX and NS representatives (2)
	Peninsula and Norfolk Airport reps (2)
Total: 6	Total: 24
Full Board total: 22	Full Board total: 29 plus jurisdictions

Comments on Non-voting Board membership

- The FAA and VDOA representatives have not attended MPO Board meetings for many, many years (maybe never). Airport and air travel impacts and needs are best presented by more local air travel authorities than by Richmond or DC-based representatives. Recommend deleting FAA and VDOA and adding the two local airport authority representatives as recommended by the MPO reform Committee.
- Recommend deleting the 13 CAOs: The CAOs are already on the newly formed Transportation Advisory Committee (TAC) (a public body), and the jurisdictions already have their jurisdictional representation. In addition, the situation where anyone might be serving in an “advisory” role and also in a Board “decision-making” role is not recommended. Lastly, adding the CAOs nearly doubles the size of the MPO Board.
- In addition to the Chair of the CTAC, recommend adding the Chair of each MPO Advisory Committee (public body) that is duly established by the MPO Board.
- In addition to what is listed above, recommend adding one military representative to the Board’s non-voting membership.