

Why MPO Plans Matter

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Center For Planning Excellence

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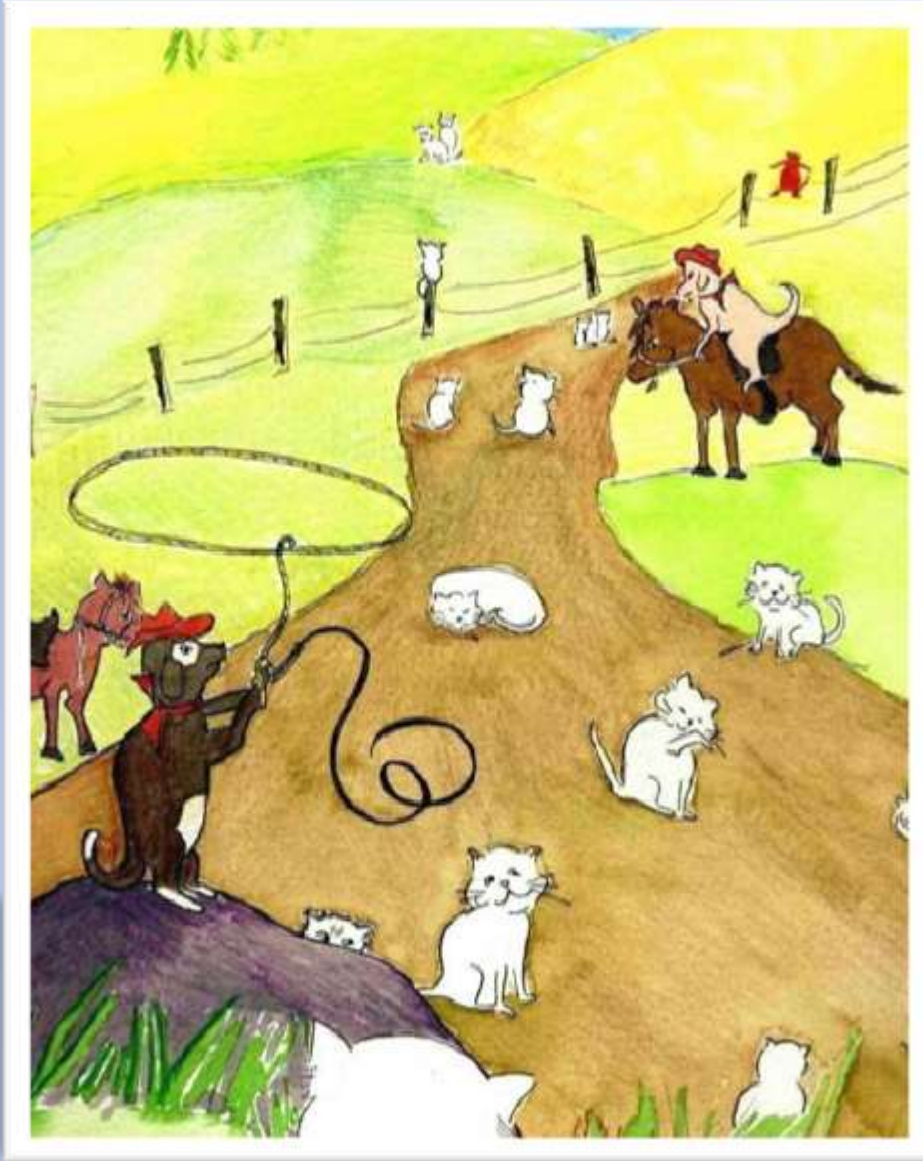


Simple Times Then...

- **Role for MPOs was straightforward**
 - Maintain a long range plan
 - Maintain a transportation improvement program
- **Funding was easy and uncomplicated**
 - Federal and state gas taxes
 - Some fees
- **Problems and solutions were simple**
 - Demand vs. capacity

...Not So Simple Times Now

- **Population and VMT are still married**
 - Congestion is increasing
 - Reliability is decreasing
- **Federal and state funds less secure**
 - Locals are doing more
- **Other issues are still growing in importance**
 - Land use
 - Environment and quality of life
 - Safety and security
 - Social equity



**In other words,
MPOs carry-
out the
metropolitan
planning
process**

Why The MTP Matters

Metropolitan Transportation Plans recognize

- **That some issues are multi-jurisdictional**
 - Congestion
 - Air quality
 - Economic development
- **That some solutions are multi-jurisdictional**
 - Need to pool resources
- **That regions need to avoid conflicts**
 - Cannot trip over each other

A Great MTP Recognizes...

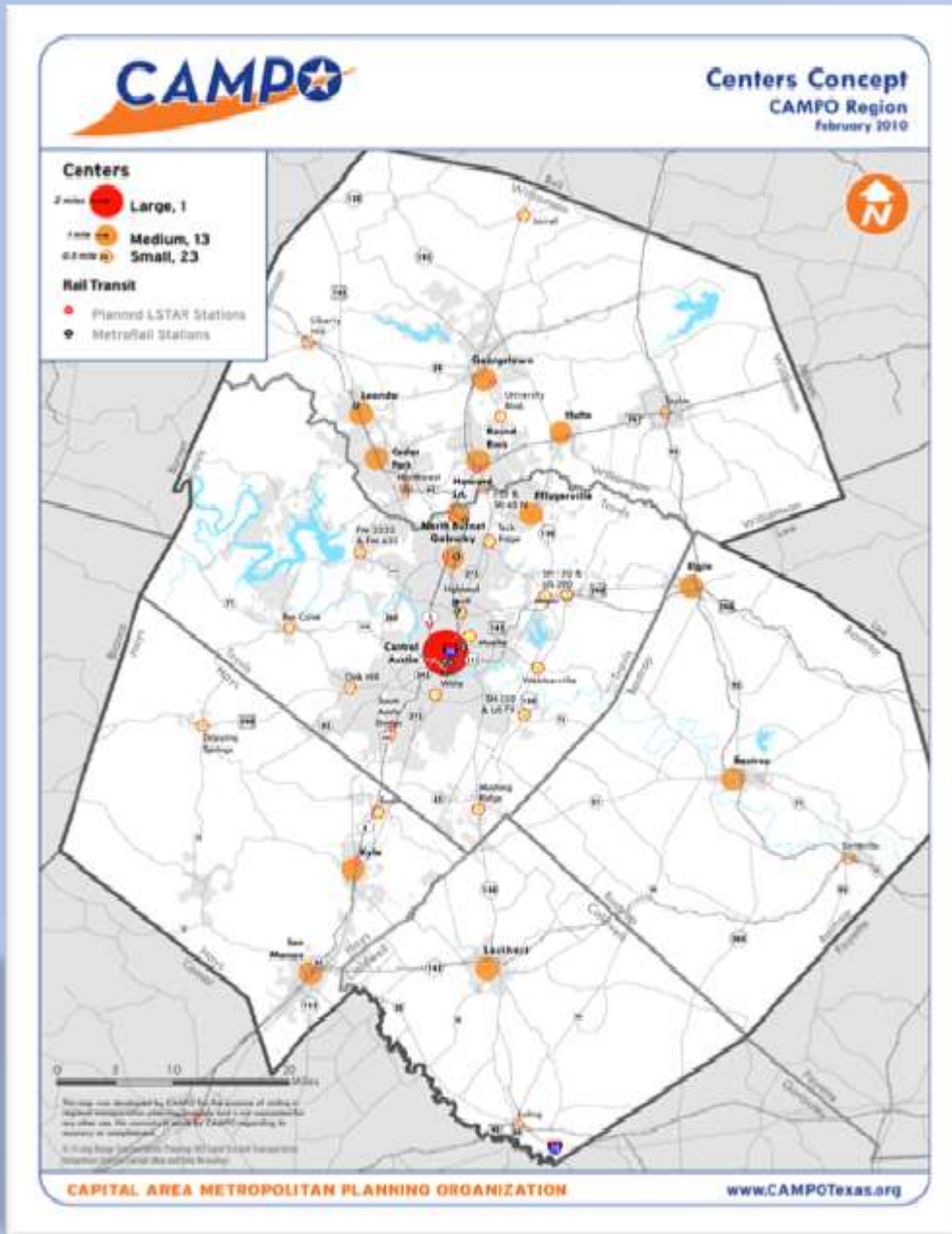
- **That funding is a means and not the end**
 - More focus on coordination among jurisdictions and across disciplines
- **That transportation is more than just getting around**
 - Quality of life
 - Social Equity
 - Economic Development
 - Sustainable Growth



The Capital Area MPO (CAMPO)

Point of reference 2007

- **Actions were guided by the 2030 Plan**
 - Very much a “business as usual” plan
 - No long term vision tied to growth
- **Lack of faith in the MPO was growing**
 - Community was smarting from toll roads
 - Community was losing faith in partnerships
 - MPO was not fulfilling its coordinating role



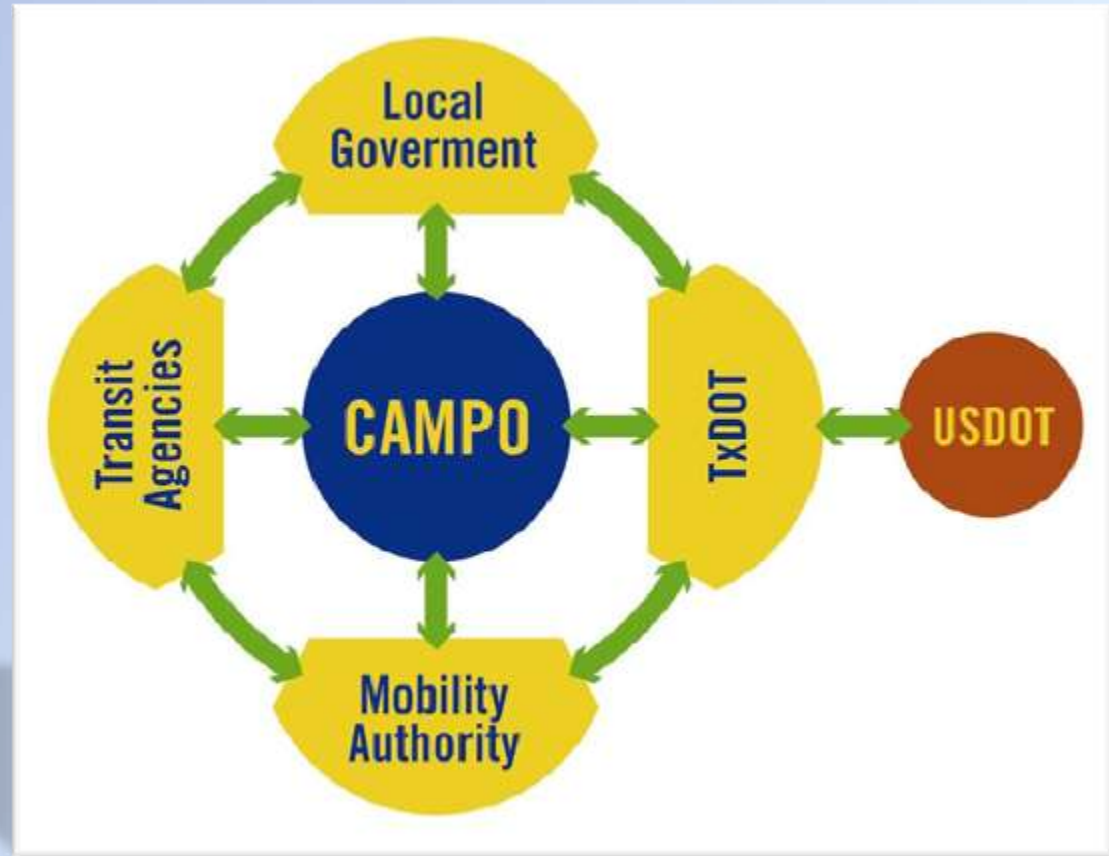
2035 Plan adopted in May 2010

- Existing commitments
- Centers concept builds on a regional growth concept

How CAMPO Got There

Built better relationships with partners

- CAMPO plans and programs
- CAMPO partners implement and operate



How CAMPO Got There

- **Built better relationships with the FHWA and TxDOT**
- **Built better relationships with its customers**
 - Business and civic organizations
 - Professional organizations
 - County and local governments
- **Built better relationships with the media**
 - Developed mutually beneficial relationships

Where CAMPO Is Now

- **A reinforced role as the regional transportation planning agency**
- **More emphasis on regional coordination**
- **Better understanding of the benefits of regional transportation planning**
 - Williamson County transportation plan
 - City of Austin Strategic Mobility Plan

Where CAMPO Is Now

Not quite perfect...

- **Need to go from tolerance to support**
- **Need to figure out the money**
- **Need to work on commitments**
- **Need to work on the tools**

Where CAMPO Is Now

...but lots of progress

- **Many more participants**
- **Many more conversations**
- **Moving from “should we?” to “how do we?”**

Thank you!

Questions or Comments?

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