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The OECD Metropolitan Governance Survey: A Quantitative Description of Governance Structures in large Urban Agglomerations

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THE OECD METROPOLITAN GOVERNANCE SURVEY: A QUANTITATIVE DESCRIPTION OF GOVERNANCE STRUCTURES IN LARGE URBAN AGGLOMERATIONS

By Rudiger Ahrend, Catherine Gamper and Abel Schumann[1, 2]

ABSTRACT:

Even though metropolitan areas account for half of the population, and an even larger share of economic activity of OECD countries, almost no systematic information on governance structures in these areas exists. This study – based on a novel data set – gives an overview of governance arrangements in OECD metropolitan areas. It shows that organisations dedicated to metropolitan area governance are common, but often have little powers. Nevertheless, the existence of such organisations is related with better performance on a range of important outcome variables, such as public transport systems, environmental issues, and urban sprawl.

JEL classification: H11, H70, R50.

Keywords: Metropolitan Areas, Local Governance, Data Collection.

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THE OECD METROPOLITAN GOVERNANCE SURVEY: A QUANTITATIVE DESCRIPTION OF GOVERNANCE STRUCTURES IN LARGE URBAN AGGLOMERATIONS

INTRODUCTION

Metropolitan areas face distinct challenges. Land is scarce and subject to competing interests. Complex transportation infrastructures must be built and maintained to avoid congestion. Local income disparities are larger than those found in other parts of a country and create tensions between poor and wealthy neighbourhoods. Public services need to be efficiently provided for millions of people. While these challenges concern a wide range of policy fields, they all have in common that they usually reach beyond the limits of individual municipalities. They require solutions that encompass the entire metropolitan area. However, traditional structures of local governance often do not correspond to the geographical extent of the challenges. Individually, each municipality (or the corresponding lowest level of local governments) is too small to provide solutions to metropolitan area wide problems.

To address this issue, a wide range of solutions to the challenge of metropolitan area governance has been developed. Some of them complement existing local governments and some have replaced old local government structures. They are often shaped by local actors from within the metropolitan area and can differ strongly across metropolitan areas. Although they form an important part of governance arrangements in metropolitan areas, little systematic information is available on their design and even on their existence.

This paper presents a new data set on organisations that focus on metropolitan area governance.[3] Such organisations are common in most OECD countries, but typically have few powers and responsibilities. While around two thirds of all metropolitan areas are covered by an organisation that is responsible for its governance, only a quarter of them have the power to impose any legally binding laws or regulations. Corresponding to the few responsibilities that they have, small budgets of less than 30 US dollars (USD) are prevalent among most organisations. Nevertheless, those organisations that have more powers can have annual per capita budgets of several thousand USD.

Organisations responsible for metropolitan governance work on a wide range of topics. However, three fields of work are significantly more common than others. These are regional economic development, spatial planning and transportation. Although most organisations have few powers and small budgets, correlations between their existence and desirable outcomes can be found in several fields. Where organisations responsible for metropolitan governance exist, metropolitan areas tend to be larger but record lower levels of urban sprawl. Similarly, the existence of organisations that focus on the provision of public transport for the entire metropolitan area is correlated to higher levels of public satisfaction with public transport provision and lower levels of air pollution.

3. The data used in this paper is provided in Appendix 2. It can be obtained in digital form from the corresponding author Abel Schumann (abel.schumann@oecd.org).

Background and Motivation

No agreement on the optimal governance structure of metropolitan areas exists in the literature. Prominent proponents of public choice theories, such as Tiebout (1956), V. Ostrom et al. (1961), E. Ostrom et al. (1978) and Parks and Oakerson (1989) support polycentric or fragmented governance arrangements. E. Ostrom (2010) mentions several main arguments that the literature provides in favour of polycentric governance structures. Smaller local governments are better in representing preferences of citizens and allow for more participation of individuals. They also tend to be better in monitoring performance and costs of service provision. Furthermore, smaller jurisdictions make it easier for citizens to move to a municipality that offers a desired mix of taxes and service provision.

Proponents of these arguments argue that even in metropolitan areas with highly fragmented governance structures, informal coordination mechanisms between local authorities exist that ensure effective delivery of public services at different geographical scales. There is some empirical support for this school of thought. For example, Carr and Feiock (1999), Bish (2001), Moisio and Uusitalo (2006), Martin and Hock Schiff (2011), or Aulich, Sansom and Mckinlay (2013) analyse consolidations of local governments, which reduce the complexity of governance structures in metropolitan areas. They do not find that these consolidations have positive effects on public sector efficiency or economic growth. However, as these studies generally do not take underlying differences between municipalities that consolidated and those that did not consolidated into account, their informative value is limited.

In contrast to the previous theoretical and empirical studies that broadly support polycentric government structures in metropolitan areas, other inquiries into the subject come to the opposite conclusion. Centrist approaches to local governance have existed for many decades and in fact the development of public choice approaches to local governance can be seen as a response to them. Authors such as Peirce et al. (1993), Orfield (1997) and Savitch and Vogel (2000) have argued that urban agglomerations have outgrown the old administrative boundaries of municipalities. Consequently, governance structures have to be adapted to the new realities. This literature claims that urban sprawl and regional inequality are fostered by administrative fragmentation and that socially harmful competition for economic development is likely to occur among municipalities. Furthermore, the absence of coordination hinders large-scale metropolitan-wide infrastructure projects. Analysing the English context, Norris (2001) finds that metropolitan wide governance virtually ceased to exist with the abolishment of the Metropolitan County Councils in the 1980s. In a broader empirical study of American metropolitan areas, Nelson and Foster (2002) find that less fragmentation is positively correlated to per capita income growth. Building on these results, Stansel (2005) finds that the existence of general-purpose governments (i.e. counties) is positively and significantly correlated with population growth and per capita income growth. Throughout all studies, however, it remains unclear whether the correlations represent causal relationships.

The conflict between the different theoretical approaches to metropolitan area governance has been unresolved because the existing empirical studies on the subject have been largely inconclusive or contradictory. A major reason behind the lack of conclusive evidence is the absence of good quality and cross-country comparative data on metropolitan area governance structures. Large metropolitan area datasets usually contain only basic variables, such as population size and number of administrative units and layers. Detailed information on the particular forms and characteristics of metropolitan area governance structures are often only available on selected individual metropolitan areas collected through case studies. However, this data is not representative because metropolitan areas with interesting or more innovative governance structures tend to get analysed more often than others. Furthermore, different case studies usually use different categories. This makes it difficult to combine information from case studies in one data set.

This project aims to bridge the gap between those two approaches and provide a new perspective at metropolitan area governance. It has two primary goals. First of all, it collects representative data on governance arrangements in nearly all metropolitan areas in the OECD. While not as detailed as data from case studies, the level of detail goes significantly beyond the level of detail of existing governance data sets of metropolitan areas. Secondly, the newly collected data is used for two purposes. It provides the foundation for a representative description of the governance structures in metropolitan areas across the OECD. The descriptive part covers both qualitative and quantitative aspects. Finally, correlations between the governance structures and economic and social outcomes in metropolitan areas are analysed. While this part cannot claim to identify causal relationships, it is indicative that such relations might exist.

The study is part of a wider OECD research project on "Urban Trends and Governance". Within the research project, two further working papers on metropolitan area governance exist. Kim, Schumann and Ahrend (2014) focuses on a qualitative characterisation of typical metropolitan area governance arrangements and Ahrend and Schumann (2014) provides a description of metropolitan governance structures by country.

The remaining part of the paper is structured as follows; the first section provides an overview of the data gathering process and gives a definition of the types of organisations that are considered in this study. Descriptive statistics of the types of governance arrangements are presented in the following section. The subsequent section uses the collected data to show correlations between governance characteristics and outcome variables, and a final section concludes.

Sampling Strategy and Methodology

The OECD defines metropolitan areas as functional urban areas with at least 500,000 inhabitants. A functional urban area is an urban agglomeration with a continuously built-up urban core and surrounding areas. The limits of the functional urban area are determined by the share of the inhabitants that commute from the surrounding areas into the urban core (see OECD, 2012, for a description of the methodology used to define functional urban areas). In total, 275 urban agglomerations within the OECD have been classified as metropolitan areas.

The project aims at collecting information for all metropolitan areas. In order to achieve the objective of complete coverage, data has been systematically collected from publicly available sources on the internet. There are several advantages and disadvantages related to this form of data collection. The foremost advantage of this method is that it can overcome shortcomings of traditional direct survey instruments that have typical response rates well below the rate that is required to achieve representative coverage of metropolitan areas in all countries. However, there are some notable drawbacks related to the chosen method of data collection. Firstly, the amount of available information is limited and varies across cases. Factual information is often available, but qualitative information tends to be absent. For example, there is generally information on the fields of work of a governance body on its website. However, it is rarely possible to obtain any precise information on the degree of involvement in a particular field of work. Similarly, there is often information on the formal powers of a governance body, but hardly any information on whether these powers allow for an effective decision making process. Secondly, the quality of the data is only as good as the quality of the information published online. While only sources that are generally considered as trustworthy have been used, it is difficult to confirm their accuracy in every case. In this context, the biggest concern relates to outdated rather than outright wrong information, as the frequency of updates on many websites is not always stated and may not be high in some cases.

Lastly, there is the possibility that organisations exist that do not have an online presence or that could not be found during the data gathering process. While nowadays it appears unlikely that an organisation, which is involved in metropolitan area governance, leaves no traces online, it cannot be ruled out. Similarly, it cannot be ruled out either that an organisation works on particular issues that are not mentioned in any document that is published online.

The study focuses on organisations – called metropolitan governance bodies – that have been put in place to provide metropolitan area governance. Box 1 provides a definition of them. It does not cover other forms of cooperation between municipalities in a metropolitan area that occurs on a case-by-case basis or through term contracts, nor any form of informal cooperation, such as handshake agreements between mayors. Both types of cooperation can play consequential roles in metropolitan area governance and their omission is no judgement of importance, but simply due to feasibility issues in the data collection.

Box 1. Definition of Metropolitan Area Governance Body

The nature of organisations that are supposed to help with the governance of metropolitan areas differs widely across and within countries. Any definition of metropolitan area governance body has to consider two aspects. On the one hand, it needs to be broad enough to capture the variety of organisations that exist across the OECD and should include local solutions that differ from mainstream approaches to metropolitan area governance. On the other hand, the definition needs to be narrow enough to remain meaningful. It has to distinguish metropolitan area governance from other forms of governance that exist throughout the OECD. As other forms of multi-level governance, metropolitan area governance is characterised by the vertical and horizontal interactions of different actors that can take on many different forms (see Hooghe and Marks 2001 and subsequent literature). In order to take these interactions into account, a definition of metropolitan area governance must contain multiple criteria that define governance bodies along the different dimensions of these interactions.

In order to be classified as a metropolitan area governance body for the purpose of this project, an organisation has to satisfy the four criteria below:

1. Geographical scope: The organisation must cover the central city and a large share of the remaining parts of the metropolitan area. If its geographical scope extends beyond the metropolitan area, the metropolitan area must constitute the predominant part of its sphere of responsibility.

The geographical focus of an organisation has to lie on the metropolitan area in order to be considered its governance body. In particular, the central city as well as the surrounding areas have to be represented in it. Coordination between the central city and surrounding areas is a crucial aspect of metropolitan governance. Any organisation that is considered a metropolitan area governance body must work on such coordination issues and therefore cover the urban core and surrounding areas.

In practice, it rarely happens that the geographical extent of a potential governance body coincides perfectly with the geographical extent of the metropolitan area. Furthermore, in many countries there is no official definition of metropolitan area. Therefore, the geographical scope can be somewhat different from the metropolitan area as long as it shows a clear focus on the metropolitan area.

2. Involved actors: National or sub-national governments must be dominant actors within the organisation or, alternatively, the organisation itself has to have the status of a sub-national government.

National and sub-national governments are the most important actors in metropolitan area governance. This has to be reflected in the composition of the governance body, which must be predominantly composed of representatives of such governments. While governments are the most important actors in metropolitan area governance, they are not the only ones. Therefore, the condition does not rule out that other actors, such as the business community or representatives of civil society are represented on the governance body. In some countries, organisations that were created explicitly for the purpose of metropolitan area governance have the status of a full local government. These organisations typically present the most integrated approach to metropolitan area governance and are also considered governance bodies.

Box 1. Definition of Metropolitan Area Governance Body *(cont.)*

3. Thematic focus: The organisation must primarily deal with issues that are directly and predominantly relevant to metropolitan area governance.

Metropolitan area governance concerns a wide range of topics. While it is not possible to provide an exhaustive list, all of them have in common that they concern policy fields that require coordination between parts of the metropolitan area. Often, these are issues where decisions in one part of the metropolitan area have spillover effects on other parts. Direct relevance means that issues should appear more frequently or have a higher relevance in metropolitan areas than in other areas. In practice, the condition implies that most organisations, which cover a metropolitan area without being created as metropolitan area governance bodies are not considered as such. For example, the jurisdictions of some sub-national governments coincide with metropolitan areas. Usually, such sub-national governments were not created with metropolitan area governance in mind and do not focus on it. Instead, they fulfil functions that are similar to other sub-national governments of the same level that to not cover metropolitan areas. Therefore, they are not considered governance bodies as long as they have not received particular powers or responsibilities that strengthen their role as metropolitan area as governance body.

4. Thematic width: An organisation must have a mandate that allows it to work on more than one issue that is related to metropolitan area governance.

This criterion serves to distinguish metropolitan area governance bodies from single issue bodies and sectoral authorities. Metropolitan area governance always concerns a variety of issues. Furthermore, these issues can rarely be viewed in isolation because they tend to interact with each other. Any organisation that can be considered a metropolitan area governance body must be able to address this complexity. Of course, it is not guaranteed that every organisation, which deals with at least two different issues, addresses the complexities of metropolitan area governance in a meaningful way. Nevertheless, the distinction between organisations that focus on one issue and organisations that focus on many issues is an operationally useful and objective way to identify organisations that work across individual policy fields.

The definition of metropolitan governance body makes no reference to the powers of an organisation. This implies that the spectrum of organisations that are considered governance bodies ranges from purely consultative ones to those that have extensive legal powers. A definition that aims to capture governance bodies across a wide range of countries cannot be more restrictive along this dimension because it needs to be applicable to very different systems of local government. A further implication of the definition above is that metropolitan areas with a governance body are not necessarily less polycentric in their governance structure than those without. Some types of governance bodies certainly reduce the degree of administrative polycentricity by centralising many powers within a single authority. Others, however, can increase administrative polycentricity by adding centres of decision making without substantially reducing the influence of others.

No matter whether governance bodies increase or decrease the administrative complexity of a metropolitan area, it is a priori unclear whether they improve or worsen its governance. On the one hand, they might improve the information exchange within the metropolitan area, overcome coordination problems among municipalities and create economies of scale. On the other hand, they can increase the size of the public administration beyond its efficient level, reduce the accountability of decision makers and increase legislative complexity by adding another level of local government.

The Data Gathering Process

The questionnaires (see Appendix 3) regarding the governance structures of each metropolitan area were completed with information gathered from online sources. Typically, these were websites of governance bodies, in particular the “About Us” and “FAQ” sections. Often, the statutes and regulations, annual reports and balance sheets provided useful data sources, too. In some cases,

additional information has been collected from websites of other local governments, from academic publications and from newspaper articles.

The collected information was double-checked for validity and subsequently coded and transcribed into a spreadsheet. In an effort to further validate the information, the spreadsheets were sent out to representatives from OECD member countries responsible for regional and urban development for verification during the last quarter of 2013. In general, the data reflects the situation as it was presented in the sources during the time of the data collection.[4]

DESCRIPTIVE STATISTICS

The data covers 263 metropolitan areas. Thus, more than 90 per cent of all metropolitan areas in OECD countries (as identified by the methodology described in OECD 2012) are included in the data.[5] The Metro Areas covered are listed in Table 1. The average population per metropolitan area is slightly below 2 million, and the median population is slightly above 1 million people. The smallest metropolitan areas in the sample have a number of inhabitants just around the threshold of half a million, whereas Tokyo, the largest one, has almost 35 million inhabitants.

Table 1. Number of Metropolitan Areas by Country

Australia	Austria	Belgium	Canada	Chile	France
8	3	4	9	3	15
Germany	Ireland	Italy	Japan	Korea	Mexico
24	1	11	36	10	26
Netherlands	New Zealand	Poland	Portugal	Spain	Sweden
5	3	8	2	8	3
Switzerland	UK	United States			
3	14	68			

For each of the 263 metropolitan areas in the sample, information on 29 variables has been collected. A description of the variables used can be found in the Appendix to this paper.

4. In individual cases, it cannot be ruled out that in the course of the revision process updates from a later point in time have been included in the data. However, as the entire data collection process occurred within less than a year, this should not be an issue.

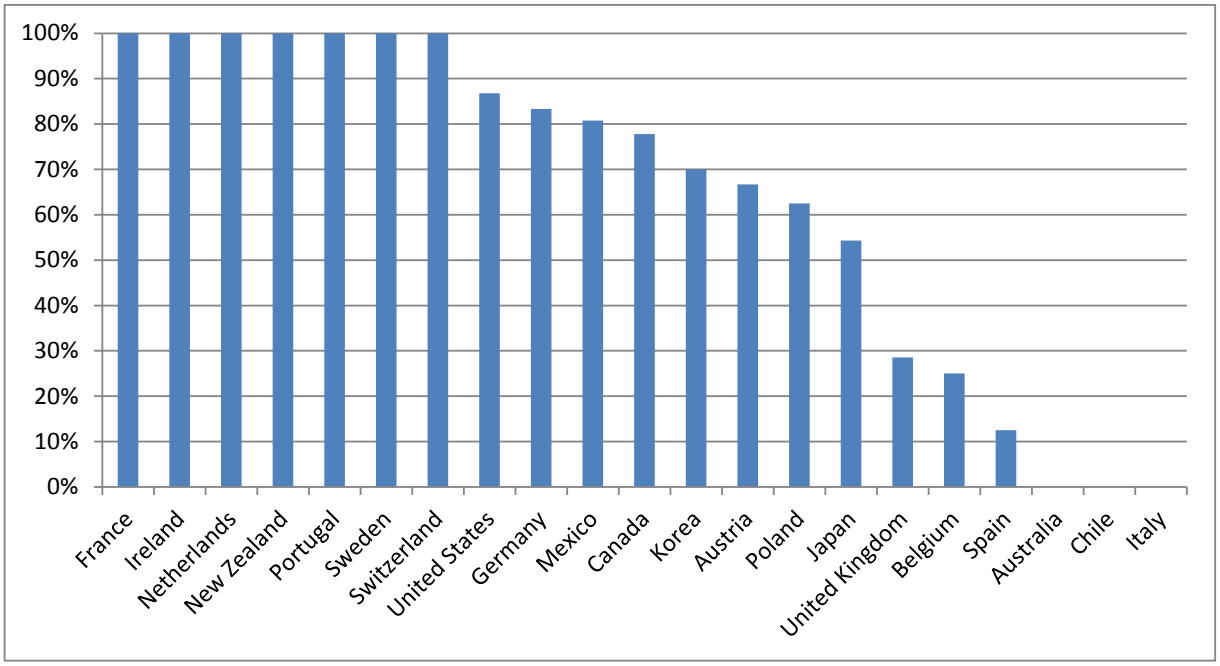
5. Due to data availability issues, the OECD has not yet identified metropolitan areas in Australia and New Zealand. This study nevertheless includes 11 urban agglomerations from those countries that are likely to satisfy the conditions for being classified as metropolitan areas.

How common are Governance Bodies

Metropolitan area governance bodies according to the definition above are common across OECD countries. In total, there are governance bodies in 178 out of the 263 analysed metropolitan areas. This is equivalent to a share of 68 per cent.

Most countries have governance bodies in some but not all of their metropolitan areas. Eleven out of the 21 countries for which data has been collected have metropolitan areas with governance bodies and metropolitan areas without governance bodies. There are seven mostly smaller countries that have governance bodies in all their metropolitan areas and three countries that do not have any dedicated metropolitan area governance bodies. Figure 1 indicates the share of metropolitan areas with governance bodies by country.

Figure 1. Share of Metropolitan Areas with Governance Bodies

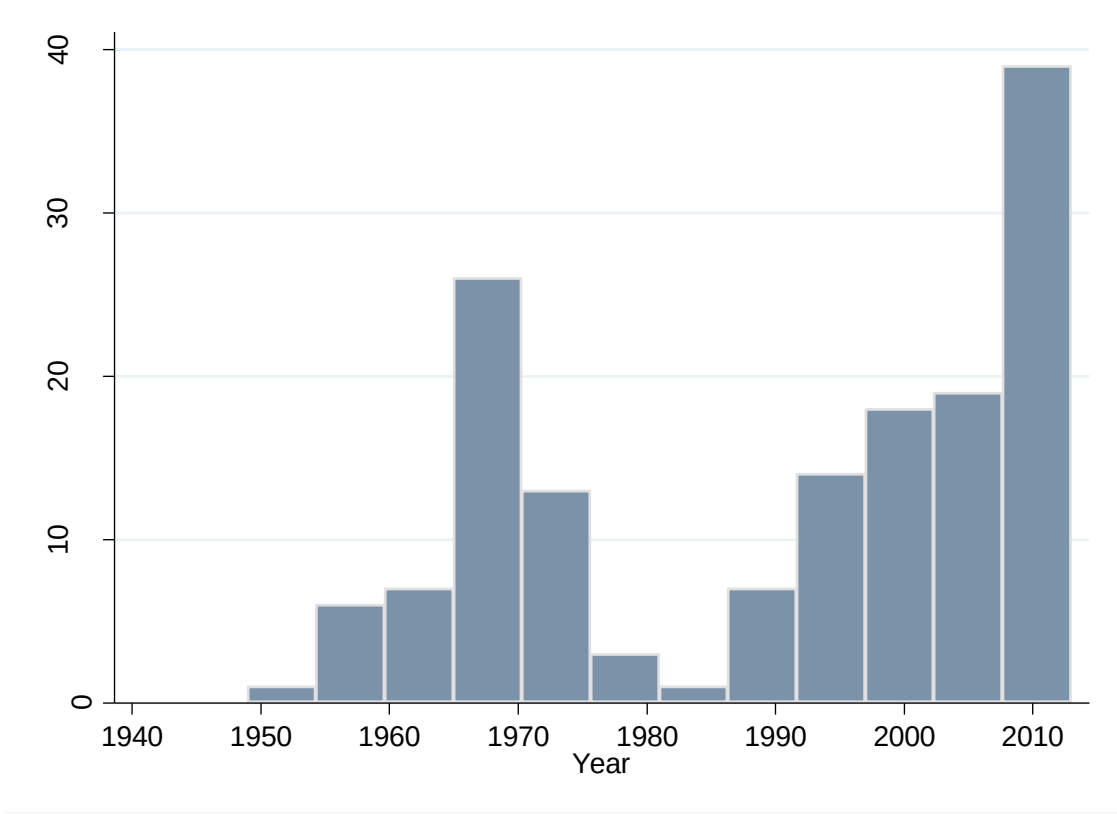


In recent years, renewed attention has been put on the subject of metropolitan area governance. This is reflected by the age of the existing governance bodies. An analysis of the time when they were created shows a cyclical pattern. A first wave of creations occurred in the 1960s and early 1970s, but the number decreased in the following years and few governance bodies were created throughout the 1980s. In the 1990s the number of creations started to increase again and has peaked in recent years. Figure 2 shows a histogram of the dates of inception of currently existing governance bodies. Note that it uses the dates when government bodies were created in their present form. This can either be their inception date or alternatively the date of the last major reform.[6] Figure 2 does not include the creations of now defunct bodies and therefore should not be interpreted as representing the total

6. No information is available on whether or not precursor institutions existed and, if yes, when there were founded. Furthermore, no information exists on bodies that have ceased to exist.

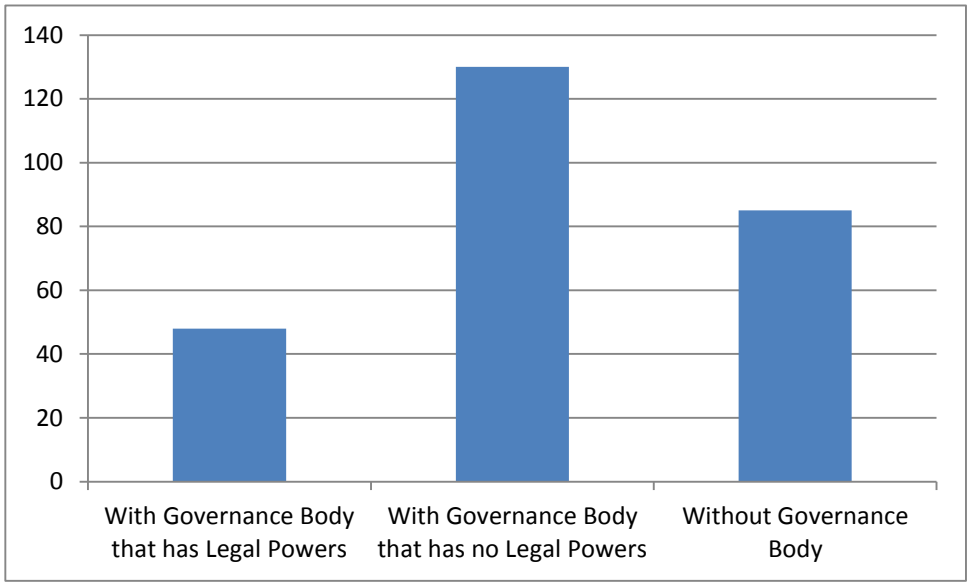
activity with respect to the creation of governance bodies. However, it appears likely that it gives a good approximation of the actual pattern.

Figure 2. Inception Year of Governance Bodies



When governance bodies exist, they often differ across metropolitan areas even within the same country. This is most obvious with respect to their legal powers. 48 out of the 178 existing governance bodies have the right to impose binding laws or regulations, which equals a share of 27 per cent. Even though less than one third of all governance bodies have the right to impose laws or regulations, bodies with these powers exist in more than half of the analysed countries. Out of the twelve countries in which governance bodies with legal powers exist, six have both governance bodies with and governance bodies without legal powers. This shows the diversity of governance bodies not just across but also within countries.

Figure 3. Number of Metropolitan Areas



Fields of Work of Governance Bodies

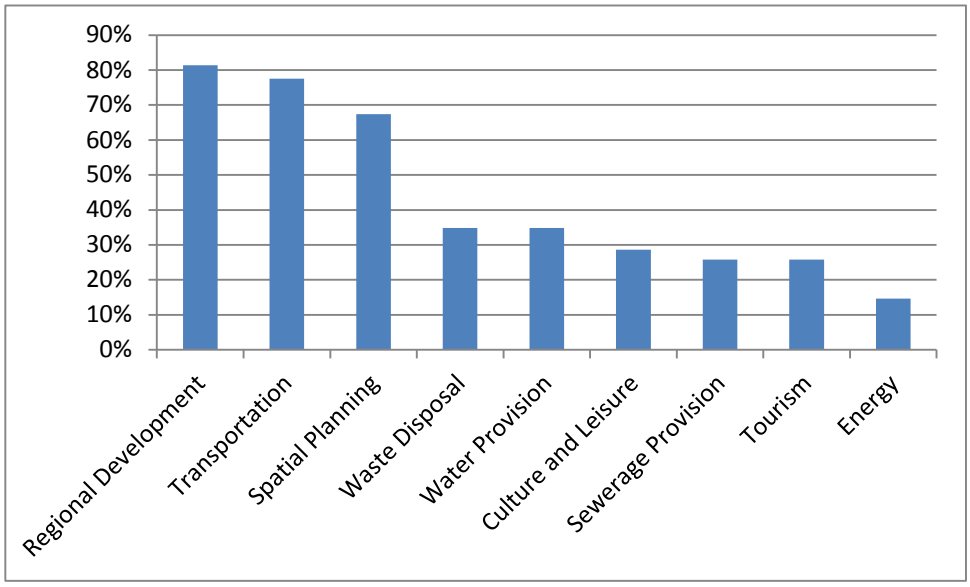
Governance bodies typically cover several public policy fields that vary greatly across countries. However, three topics stand out as particularly common fields of work. These are regional development, transport and spatial planning. They are among the fields of work of some governance bodies in virtually all countries where such bodies exist.

The most common field of work is regional development, with 81 per cent of all governance bodies covering this field. Governance bodies are considered to be active in this field if their work tries to directly advance the local economy. This can be through initiatives to support certain sectors, to attract specific companies or industries, to affect the structure of the local labour market or to promote the skills of the local population. Similarly, initiatives that aim at the regeneration of particular geographical areas and similar projects are considered part of regional development.

78 per cent of governance bodies work on transportation, the second most common field of work. Bodies active in this field typically work on issues related to public transport, but may alternatively also work on individual transport in general and on roads in particular. The third most common field of work is spatial planning, with 67 per cent of governance bodies working in this area. In total, more than half of all government bodies (91 out of 178) work on all three fields. This combination of fields of work is especially common among European and North American governance bodies.

All other fields of work are significantly less common and are typically found only in certain countries. In order of frequency, these fields are waste disposal (35%), water provision (35%), culture and leisure (29%), tourism (26%), sewerage (26%), and energy (15%). Figure 4 shows the numbers graphically.

Figure 4. Share of Governance Bodies Active in Selected Fields

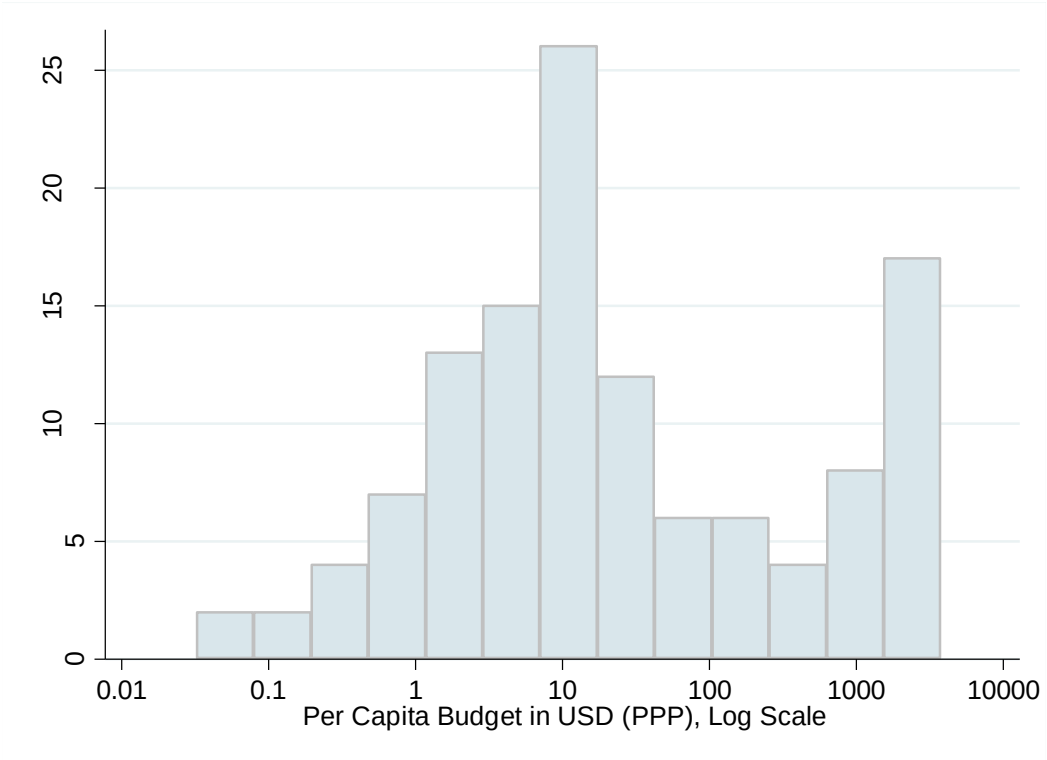


When interpreting the number of governance bodies that work in any particular field, it needs to be kept in mind that their powers vary greatly. Accordingly, there are large differences in the actual influence on policies. In the case of spatial planning, for example, some governance bodies merely serve to inform member local-governments of each other's plans, whereas others exert centralised control over the entire planning process in a metropolitan area. In between those extremes, there is a continuum of governance bodies with varying influence on the planning process. All of them are considered to be active in the field although most have rather few formal competencies. It would be desirable to further separate governance bodies depending on the scope of their activities in a particular field of work. However, due to data availability issues, this is not possible at this stage of the project.

Budgets and Staff

Information on their budgets could be found online for 123 out of the 178 governance bodies. Most common are annual budgets of around 10 USD per capita in purchasing power parity terms. The median annual per capita budget is 13.9 USD. However, depending on the tasks of the governance body, budgets can be several orders of magnitude higher. The highest per capita budget in the sample is 3800 USD. Figure 5 shows the distribution of governance bodies' per capita budget (using a logarithmic scale). There are roughly two groups of governance bodies; those with per capita budgets of less than 30 USD and those with per capita budgets of more than 1000 USD. Not surprisingly, per capita budgets are closely associated to the characteristics of the governance body. Those bodies with budgets at the lower end of the scale tend to be voluntary associations of governments that work through soft coordination, whereas those at the upper end of the scale are either full local governments or inter-municipal associations with wide-ranging powers.

Figure 5. Distribution of Per Capita Budgets



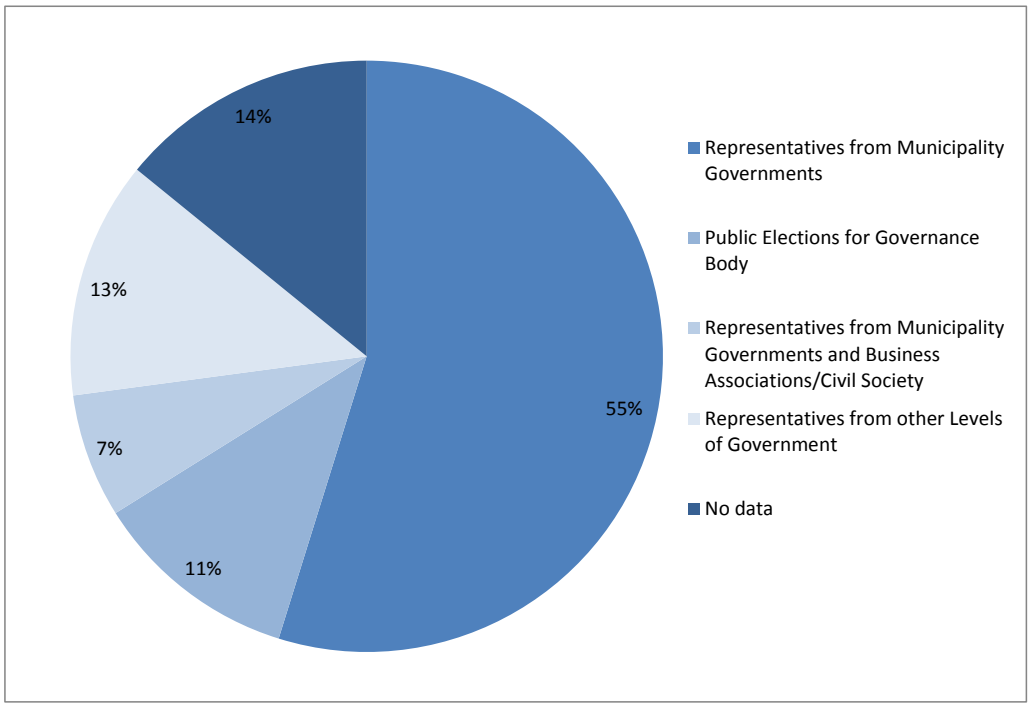
Information on staff numbers is available online for 95 governance bodies. In 74 cases, governance bodies provide both, staff numbers and a budget. Not surprisingly, the picture for staff numbers corresponds roughly to the one for budgets. In general, there is a somewhat greater variation in per capita staff numbers than in per capita budgets. However, it remains unclear if this represents actual differences in the way governance bodies work or if it is simply due to differences in the way staff numbers are reported (for example, whether part-time and support staff are included in the numbers).

Political Leadership

The precise rules that determine the leadership composition of a governance body are almost always unique. Nevertheless, several regularities appear. Most commonly, bodies are made up of elected officials of the local governments whose territories they cover (see Figure 6). These officials are either appointed to the body by the local governments or obtain a seat by virtue of their office. The latter case is typical for mayors of municipalities. Elected officials from local governments sit on 55 per cent of all governance bodies. In 7 per cent of all cases, governance bodies include representatives of other interest groups or private citizens in addition to appointed officials. Public elections for the leadership of the governance body are held in 11 per cent of all cases. 13 per cent of governance bodies have members that have been selected based on other criteria. In those cases, representatives are typically appointed by national governments or higher levels of sub-national governments. In 14 per cent of the cases, no information could be found online regarding the composition of the governance bodies.

Those governance bodies that have public elections for their leadership tend to be are much more likely to have formal rights and responsibilities than those that do not have public elections. In contrast, the governance bodies that include private citizens or representatives of interest groups tend to be the ones with the fewest rights and responsibilities.

Figure 6. Leadership of Governance Bodies



Sectoral Authorities for Public Transport

Sectoral authorities and special purpose associations can play important roles for metropolitan area governance. In contrast to governance bodies, sectoral authorities are organisations that have a narrow mandate that focuses on the provision of a particular service. Sectoral authorities vary greatly across metropolitan areas in OECD countries. They might focus on waste disposal, water provision or business promotion. However, public transportation authorities and associations are by far the most common sectoral authorities and often also the ones with the highest budgets.

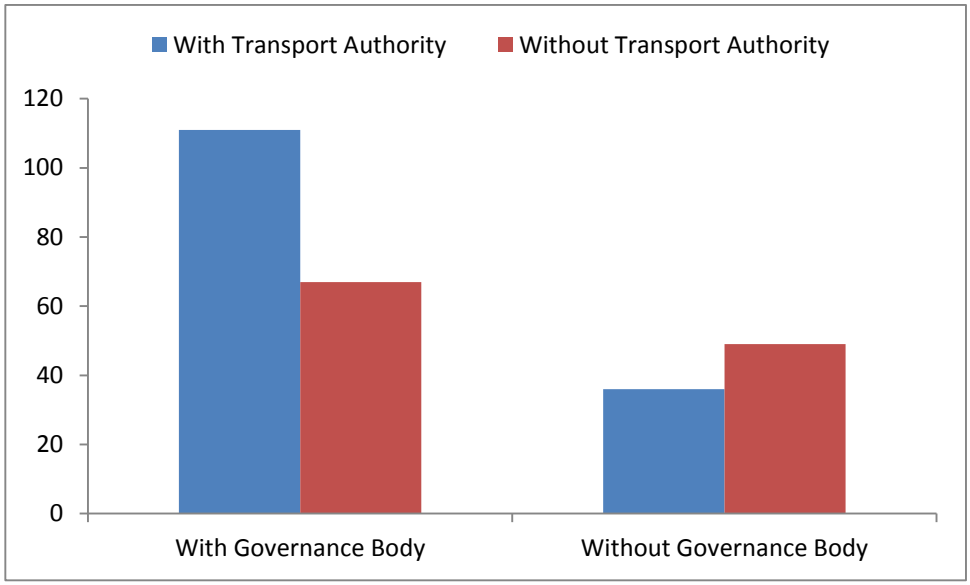
As it is the case with governance bodies, transport authorities are organised in very different forms across the OECD. On one end of the spectrum, organisations are only responsible for strategic public transportation planning and employ a low double-digit number of staff. On the other end of the spectrum, organisations plan and operate the entire public transportation system of a metropolitan area themselves and employ several tens of thousands of employees. In general, no attempt was made to distinguish between those sectoral authorities, as the amount of available information is fairly limited and the organisational structures tend to be complex and difficult to compare across countries.

An organisation is considered a transport authority if it focuses exclusively on public transport in a metropolitan area and is responsible for its strategic planning, independently from whether or not it has the authority to make strategic decisions. This definition distinguishes transport authorities from

other public organisations or private companies that operate the public transport systems in metropolitan areas, but have little influence on their general design.

Transport authorities exist in 56 per cent of all metropolitan areas. They are more common in metropolitan areas that have governance bodies, but also many metropolitan areas without governance body have a public transport authority. In areas with governance body, they exist in 62 per cent of all cases, compared to 42 per cent in areas without one.

Figure 7. Number of Metropolitan Areas with Transport Authority



GOVERNANCE AND SOCIO-ECONOMIC CONDITIONS IN METROPOLITAN AREAS

The following sections present estimates from regressions of characteristics of metropolitan areas on the newly collected data on governance structures. The regressions control for country specific effects. Therefore, general differences between countries do not affect the results. Box 2 provides details on the methodology behind the estimations.

Box 2. Estimation Details

All estimates are based on regressions that control for country specific effects by using country dummies. Therefore, the results are not influenced by general differences between countries and the coefficients can be interpreted as the difference between the metropolitan areas of different kinds within the same country. While this procedure is generally preferable in order to avoid having the results biased by differences between countries that are not related to the characteristics of metropolitan areas, it has a small downside. If explanatory variables in a regression do not vary across metropolitan areas within a country, these observations cannot be used to estimate the coefficient of interest. It also implies that metropolitan areas from countries with only a single metropolitan area never affect the coefficient of interest (currently, the only country in the data with one metropolitan area is Ireland).

Box 2. Estimation Details *(cont.)*

All equations are estimated by linear regression. Unless otherwise mentioned, they have the following general form:

$$y_i = \alpha + \beta x_i + \boldsymbol{\gamma Z_i} + \boldsymbol{C_i} + \varepsilon_i,$$

where *y* represents the outcome variable of interest, α is an intercept, *β* is the coefficient of interest on the explanatory variable *x*. ***Z*** is a vector of control variables and ***γ*** the corresponding vector of coefficients. ***C*** is a set of country-dummies that are used to control for country fixed-effects and ε the error term. Different metropolitan areas are indicated by subscript *i*. The estimated correlations show a relation between the structure of metropolitan governance and outcomes in the metropolitan area that might be considered suggestive of a causal relationship.[7]

It is rare that the OECD definition of a metropolitan area corresponds precisely to its local definition. Furthermore, governance bodies often cover only parts of metropolitan areas or extend their work beyond their borders. Therefore, outcome variables almost never correspond exactly to the area in which the governance body is active. This is a form of measurement error that affects the right-hand-side variables in the estimation and can lead to an underestimation of the true correlations.

Governance Bodies, Metropolitan Area Population and per capita GDP

Per capita GDP and the existence of metropolitan area governance bodies are positively correlated. Those metropolitan areas that have a governance body have a per capita GDP that is on average 7 per cent higher than that of metropolitan areas without governance body. Controlling for log-population levels reduces the point estimate to 4 per cent. When adding further control variables, such as population density, the number of urban cores and the degree of local government fragmentation, the point estimate fluctuates between 4 and 7 per cent and tends to be marginally significant. In contrast, there is a strong and stable correlation between the size of a metropolitan area and the existence of a governance body. Metropolitan areas that have governance bodies are approximately one third larger than those that do not.[8]

Metropolitan areas with governance bodies are not only larger than those without, they have also been growing faster between 2000 and 2010. The yearly population growth rate in the former group of metropolitan areas was 0.3 percentage points higher than the growth rate of the latter group.[9]

7. Before interpreting the results as a causal relationship, the usual caveats of omitted variables and reverse causality should be carefully considered, as they are affecting the results to an unknown degree. For statistical inference, heteroskedasticity-robust standard errors have been used. These do not take unobserved correlations between the error terms ε_i into account and therefore might underestimate true standard errors. However, due to the relatively small number of observations, the usual remedies, such as clustering errors on the country-level to account for the most common sources of correlation between errors, are not feasible. See Angrist and Pischke (2008) for a detailed treatment of these issues.

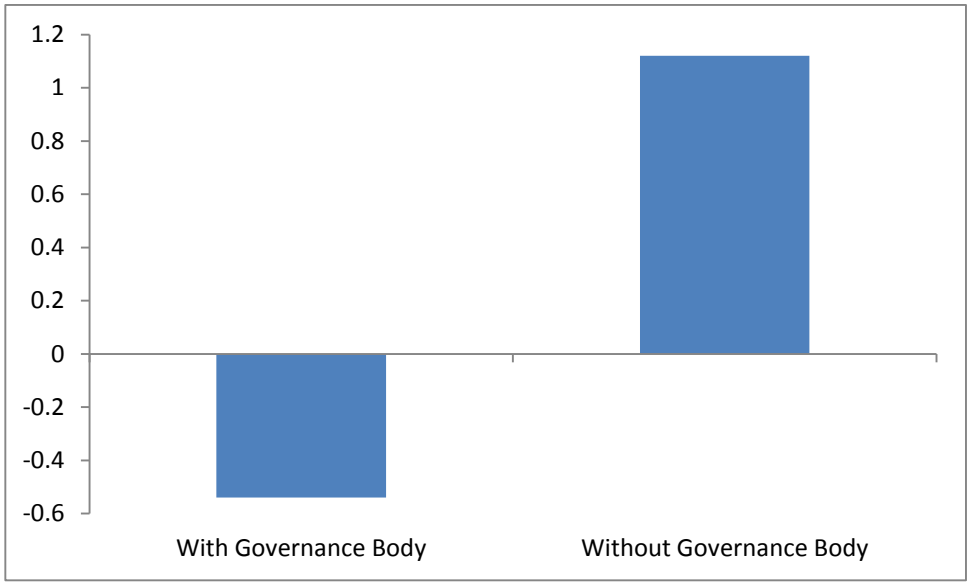
8. The effect is precisely estimated and robust across many different specifications. It furthermore holds within countries as well as between countries.

9. The estimate is statistically significant at the 99% confidence level and robust against the inclusion of control variables, such as population levels in 2000, population density per capita GDP in 2000.

Population Density and Urban Sprawl

The existence of a governance body is strongly negatively correlated with the development of urban sprawl. Metropolitan areas with a governance bodies experienced a small decline in urban sprawl between 2000 and 2006, whereas those without a governance body experienced an increase in sprawl.[10] Sprawl in this context is defined by the change of the population density of the build-up area.[11] Figure 8 shows this relationship.

Figure 8. Change in Sprawl



Mirroring the results for urban sprawl are the estimates for the growth of surface of the urban agglomeration. In metropolitan areas with governance bodies it grew roughly 0.2 percentage points less than in metropolitan areas without governance bodies. Once one controls for the population growth rate, this difference increases to 0.34 percentage points. As the average growth rate of urban surface in metropolitan areas without governing bodies is 0.83 per cent, the difference is substantial. While the existence of a governance body is not significantly correlated with population density, population density is approximately 20 per cent higher in metropolitan areas, which have governance bodies that work on spatial planning issues.[12]

10. The result is statistically significant at the 99 per cent level and highly robust to the inclusion of control variables such as per capita GDP, per capita GDP growth and population density.

11. See http://measuringurban.oecd.org for an exact definition. The recent literature on urban form defines sprawl as a multidimensional phenomenon of which population density is only one aspect. These other dimensions of sprawl are not considered in this analysis.

12. This does not necessarily imply a causal relationship. As mentioned above, a decline in urban sprawl between 2000 and 2006 is associated with the existence of a governance body. However, it is also associated with more frequent creations of governance bodies between 2007 and 2013. As those bodies could not affect the development of sprawl before they were founded, there must be other unobserved factors that are responsible for both developments. A potential interpretation of this result is related to the actual cooperation of local governments within a metropolitan area. It might not be the

Fields of Work

No statistically significant correlations can be found between the fields of work of governance bodies and outcome variables. In other words, after controlling for country-specific effects, whether or not a governance body works in a particular field is not correlated to any observable characteristics of the metropolitan area.[13]

Public Transport Authorities

The existence of a separate public transport authorities is positively correlated to desirable outcomes. For example, air pollution is significantly lower in metropolitan areas with transport authorities. After controlling for per capita GDP population levels and population density, metropolitan areas that have public transport authorities report levels of particulate matter (PM2.5) in the air that are approximately 9 per cent lower than those of metropolitan areas without transport authorities.

An important measure of the quality of public transportation is the satisfaction of citizens with the public transport systems in their cities. Data on the perception of public transport systems is available for 35 cities in 11 European countries.[14] It reveals that the share of satisfied citizens is 13 percentage points higher in those metropolitan areas that have a public transport authority than in those metropolitan areas that do not have one.[15] Figure 9 shows this relationship.

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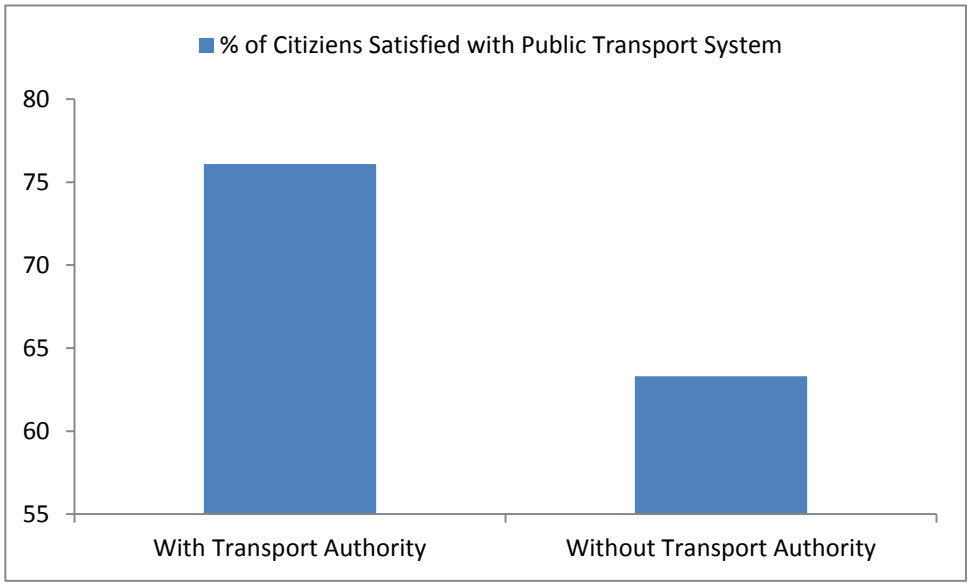
existence of a governance body per se that leads to reduced sprawl, but better cooperation of local governments in general. Local governments that cooperate well might be more successful in combating sprawl and more likely to create governance bodies, thus causing the correlation between the two variables.

13. It remains unclear whether this is due to the precision of the estimate, because of the quality of the data or because there is in fact no such correlation. A possible explanation lies in the fact that the data does not account for the actual powers that a governance body has in a particular. It might be that a binary distinction whether or not a governance body is active in a field is not precise enough to measure the actual consequences of its work.

14. See Feldmann (2008) for details on the methodology of the data collection.

15. In contrast to the previous estimations, it is in practice impossible to control for country specific effects with such limited data. The low number of observations makes it unlikely that precise estimates can be achieved when many control variables are included in the regression. More importantly, in many countries there is no variation in whether or not a transport authority exists in the metropolitan areas for which data is available. As mentioned above, those observations would be lost for the estimation of the coefficient of interest. However, it is arguably less important to control for countries specific effects when only European countries are analysed, as they tend to be fairly similar. Therefore, a simple regression of the share of citizens that are satisfied with their public transport system on the existence of a public transport authority estimated.

Figure 9. Satisfaction with Public Transport Provision



Transparency and Availability of Information

Increased transparency is likely to promote the quality of public administration through several mechanisms. It promotes accountability, reduces corruption and generates trust in the administration. While transparency of public administrations is a complex concept that has many dimensions, a simple indicator of the level of transparency is the amount of information that can be found online. Two important pieces of information in the context of this study are the yearly budget of the governance body and its date of creation. It is obvious that the availability of this information in itself is not very likely to have large effects on outcomes in a metropolitan area. However, it should be considered a proxy for the general openness of the governance body.

Although both pieces of information must exist in general for all governance bodies, only 108 out of 178 governance bodies make both of them available online. It turns out that metropolitan areas, in which governance bodies provide this information, have a six per cent higher per capita GDP than those metropolitan areas where governance bodies do not provide this information. As mentioned earlier, it is important to note that this result should not be considered a causal estimate. At most it can be considered indicative that greater transparency has positive effects on important outcomes.

Conclusion

This study provides the first representative overview of governance structures in virtually all of the metropolitan areas in OECD countries. Using online research as method of data collection, it presents data on metropolitan area governance bodies – organisations that have been put in place to support metropolitan area governance. These organisations contribute to the governance of metropolitan areas either directly through their own legislative or regulatory powers or indirectly by supporting the cooperation among other local governments within the metropolitan area.

The study first of all shows that in most metropolitan areas organised approaches to metropolitan area governance exist. However, in a majority of the cases, the organisations that have been created in

these metropolitan areas have few formal powers and serve mostly as an institutionalised forum for policy makers to exchange and coordinate policies. This is also visible in the budgets of these organisations, which tend to be small on a per capita basis. In terms of the theoretical debate about optimal governance structures mentioned at the beginning of this paper, it is not clear if these weak governance bodies are expressions of centralised or polycentric structures. On the one hand, they could be considered the weakest form of a centralised decision structure and a first step towards a more consolidated form of governance. On the other hand, it is possible to interpret these organisations as a result of the informal connection that public choice theorists such E. Ostrom (2010) predict in fragmented metropolitan areas.

The data clearly confirms the importance of three policy fields for metropolitan governance; regional development, transportation and spatial planning. Judging by the attention they receive from policy makers, they can be considered the defining issues of metropolitan governance. Especially transportation has a special status in metropolitan governance that is also documented by the fact that more than half of all metropolitan areas have dedicated transport authorities. Metropolitan wide transportation authorities are common also in countries that have otherwise no tradition of sectoral authorities that cover the territory of several municipalities.

The analysis shows that metropolitan areas with governance bodies perform better on several dimensions. They are denser, have higher per capita GDPs and attract more people. In addition, there is a clear correlation between the existence of transport authorities and the satisfaction of citizens with public transport services, as well as environmental outcomes. These results can be seen as indicative of the positive effects of governance bodies.[16]

To sum up, the study provides a new way to look at metropolitan area governance. The collected data gives the first representative overview of the governance structures in more than 90 per cent of all metropolitan areas in OECD countries. It allows for quantitative descriptions and analyses of the existing governance structures. Thereby, it provides a novel perspective on metropolitan area governance and gives researchers new tools for studying this important subject.

16. Nevertheless, it is important to emphasise the well-known fact that correlation does not necessarily imply causation. While the reported results are robust to the inclusion of some of the most important control variables it is likely that there are other omitted factors that could not have been taken into account. It remains unclear to what degree they bias the estimates.

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APPENDIX 1 - VARIABLE DESCRIPTIONS

Variable Name	Description
Metropolitan Area	Name of the metropolitan area as it appears in the OECD Metropolitan Areas Database
Primary City	Name of the central city of the metropolitan area
Number of MA Jurisdictions	The total number of all local governments within the metropolitan area. This includes every local government that lies partially or completely within the metropolitan area, but it excludes those governments that completely encompass the metropolitan area. For example, if a province completely covers the metropolitan area, the province would not be included in this figure. However, if the metropolitan area falls partially into two provinces, both of them would be included.
MA has Governance Body	Does a metropolitan area governance body exist in the metropolitan area? See above for the definition of metropolitan area governance body that is used for this project.
Body Name	Name of the governance body
Inception Year	The year the body was created in its current form. This can either be the year of its foundation or the year of the last major reform of the body. A major reform is any reform that changed the structure, the membership or the legal powers of a governance body in a substantial way.
Legislative/Regulatory Powers	This variable indicates if a Governance Body has legislative or delegated legislative powers.
Number of Representatives	The total number of representatives that serve on the governance body
Staff of the Governance Body	The total number of people working primarily for the governance body. This number does not include employees of other local governments within the metropolitan area.
Governance Body Budget	Budget of the governance body in local currency
Transportation	The governance body works on transportation issues*
Spatial Planning	The governance body works on spatial planning issues*

* This is independent of the actual influence or legislative powers that the governance body has in the field.

Regional Development	The governance body works on regional development (i.e. tries to directly influence the local economy). This can be through initiatives to support certain sectors, to attract specific companies or industries, to affect the structure of the local labour market or to promote the skills in the local population. Furthermore, initiatives that aim at the regeneration of particular areas and similar projects are considered part of regional development.*
Waste Disposal	The governance body works on waste disposal issues*
Water Provision	The governance body works on water provision issues*
Sewerage	The governance body works on sewerage issues*
Energy	The governance body works on issues related to energy provision*
Education	The governance body works on education issues*
Tourism	The governance body works on tourism issues*
Culture and Leisure	The governance body works culture and leisure issues*
Health	The governance body works on public health issues*
Transportation Authority	Name of the sectoral transportation authority

APPENDIX 2: THE DATA[17]

Country	Metropolitan Area	MA has Gover-nance Body	Body Name	Inception Year	Legislative / Regulatory Powers	Staff of the Governance Body
Australia	Adelaide	no				
Australia	Brisbane	no				
Australia	Canberra-Queanbeyan	no				
Australia	Gold Coast-Tweed					
Australia	Melbourne	no				
Australia	Newcastle-Maitland	no				
Australia	Perth	no				
Australia	Sydney	no				
Austria	Graz	yes	Regionalmanagement Graz		no	6
Austria	Linz	no				
Austria	Vienna	yes	Stadt-Umland-Management Wien		no	
Belgium	Antwerp	no				
Belgium	Brussel	yes	Government and Parliament of the Brussels Capital Region		yes	
Belgium	Ghent	no				
Belgium	Liege	no				
Canada	Calgary	yes	Calgary Regional Partnership	2004	no	11
Canada	Edmonton	yes	Capital Region Board	2008	no	10
Canada	Hamilton	no				
Canada	Montreal	yes	Communauté Metropolitaine de Montreal (CMM)	2001	no	50
Canada	Ottawa-Gatineau	yes	National Capital Commission	1959	yes	524
Canada	Quebec	yes	Communauté Metropolitaine de Quebec	2002	no	21
Canada	Toronto	no				
Canada	Vancouver	yes	Metro Vancouver	1967	yes	1300
Canada	Winnipeg	yes	Partnership of the Manitoba Capital Region	1999	no	
Chile	Concepción	no				
Chile	Santiago	no				
Chile	Valparaíso	no				
France	Bordeaux	yes	Communauté urbaine de Bordeaux	1968	yes	2300
France	Grenoble	yes	Grenoble-Alpes Métropole	2000	yes	850
France	Lille	yes	Lille Métropole	1967	yes	2314
France	Lyon	yes	Grand Lyon	1969	yes	
France	Marseille	yes	Marseille Provence Métropole	2000	yes	3933
France	Montpellier	yes	Montpellier Agglomération	2001	yes	1400
France	Nantes	yes	Nantes Métropole	2001	yes	2600
France	Nice	yes	Metropole Nice Cote d'Azur	2012	yes	3500
France	Paris	yes	Paris Metropole	2006	no	10
France	Rennes	yes	Rennes Métropole	2000	yes	1055
France	Rouen	yes	Communauté d'agglomération Rouen-Elbeuf-Austreberthe	2000	yes	
France	Saint-Étienne	yes	Saint-Etienne Métropole	2001	yes	
France	Strasbourg	yes	Communauté urbaine de Strasbourg	1972	yes	7090
France	Toulon	yes	Toulon Provence Méditerranée	2002	yes	906
France	Toulouse	yes	Toulouse Métropole	2009	yes	3012
Germany	Aachen	yes	Städte Region Aachen	2001	yes	1400
Germany	Augsburg	yes	Regionaler Planungsverband Augsburg	1973	no	3
Germany	Berlin	no				

17. The data can be obtained in digital form from the corresponding author Abel Schumann (abel.schumann@oecd.org).

Country	Metropolitan Area	MA has Gover-nance Body	Body Name	Inception Year	Legislative / Regulatory Powers	Staff of the Governance Body
Germany	Bochum	yes	Regionalverband Ruhr	2004	yes	410
Germany	Bonn	yes	Region Köln-Bonn e.V.	1992	no	
Germany	Bremen	yes	Kommunalverband Bremen	1991	no	5
Germany	Cologne	yes	Region Köln-Bonn e.V.	1992	no	
Germany	Dortmund	yes	Regionalverband Ruhr	2004	yes	410
Germany	Dresden	yes	Region Dresden	2004	no	0
Germany	Duisburg	yes	Regionalverband Ruhr	2004	yes	410
Germany	Düsseldorf	no				
Germany	Essen	yes	Regionalverband Ruhr	2004	yes	410
Germany	Frankfurt	yes	Regionalverband FrankfurtRheinMain	2011	yes	130
Germany	Freiburg im Breisgau	yes	Region Freiburg	1994	no	0
Germany	Hamburg	yes	Metropolregion Hamburg	2006	no	8
Germany	Hanover	yes	Region Hannover	2001	yes	
Germany	Karlsruhe	yes	Regionalverband Mittlerer Oberrhein	1973	no	17
Germany	Leipzig	no				
Germany	Mannheim	yes	Verband Metropolregion Rhein-Neckar	2006	yes	30
Germany	Munich	yes	Region München	1973	yes	
Germany	Münster	no				
Germany	Nuremberg	yes	Metropolregion Nürnberg	1995	no	11
Germany	Saarbrücken	yes	Regionalverband Saarbrücken	1974	yes	
Germany	Stuttgart	yes	Region Stuttgart	1994	yes	
Ireland	Dublin	yes	Dublin Regional Authority	1994	yes	7
Italy	Bari	no				
Italy	Bologna	no				
Italy	Catania	no				
Italy	Florence	no				
Italy	Genova	no				
Italy	Milan	no				
Italy	Naples	no				
Italy	Palermo	no				
Italy	Rome	no				
Italy	Turin	no				
Italy	Venice	no				
Japan	Anjo	yes	East Kinuura Wide Area Administrative Council	1981	no	
Japan	Fukuoka	yes	Fukuoka Metropolitan Area Administrative Promotion Council	1978	no	
Japan	Fukuyama	no				
Japan	Hamamatsu	yes	Enshyu Broad Region Administrative Promotion Association(遠州広域行政推進会議)	2011	no	
Japan	Himeji	yes	HARIMA Regional Cooperation Council	2012	no	
Japan	Hiroshima	yes	Hiroshima Metropolitan Council	1993	no	0
Japan	Kagoshima	no				
Japan	Kanazawa	no				
Japan	Kitakyushu	yes	Kitakyushu Metropolitan Area Promotion Council (北九州都市圏広域行政推進協議会)		no	
Japan	Kochi	no				
Japan	Kofu	yes	Kofu Area Local Government Association for the Integrated Administration (甲府地区広域行政事務組合)	1973	yes	
Japan	Kumamoto	yes	Kumamoto Metropolitan Council	2010	no	
Japan	Kurashiki					
Japan	Maebashi	yes	Gumma Prefecture Government Affairs Association	1990	no	
Japan	Matsuyama	no				
Japan	Mito	no				
Japan	Nagano	yes	Nagano Region Union	2000	no	491
Japan	Nagasaki	yes	Nagasaki Municipal Government Promotion Council長崎県市町村行政振興協議会）	2007	no	
Japan	Nagoya	no				
Japan	Naha	yes	Southern Wide Area Municipalities Affair	1992	no	

Country	Metropolitan Area	MA has Gover-nance Body	Body Name	Inception Year	Legislative / Regulatory Powers	Staff of the Governance Body
			Association(南部広域市町村圏事務組合)			
Japan	Niigata	no				
Japan	Numazu	no				
Japan	Oita					
Japan	Okayama	no				
Japan	Osaka	yes	Union of Kansai Governments	2010	no	29
Japan	Sapporo	yes	Great Sapporo Union	1997	no	
Japan	Sendai	yes	Council of Sendai Area Municipalities for Broader-region Administration (仙台都市圏広域行政推進協議会)		no	
Japan	Shizuoka	no				
Japan	Takamatsu	no				
Japan	Tokushima	no				
Japan	Tokyo	yes	Metropolitan nine prefectures Joint Business Meeting (九都県市首脳会議)		no	
Japan	Toyama	yes	Toyama Broad-Region Affair Association (富山地区広域事務組合)	1972	no	71
Japan	Toyohashi	yes	Eastern Mikawa Regional Council(東三河広域協議)	1993	no	
Japan	Utsunomiya	no				
Japan	Wakayama	no				
Japan	Yokkaichi	yes	Mie Prefecture Local Government Association for Integrated Administration (三重県市町総合事務組合)	2012	no	
Korea	Busan	yes	Busan Metropolitan City	1995	yes	16362
Korea	Changwon	yes	Changwon City	2010	yes	4474
Korea	Cheongju	no				
Korea	Daegu	yes	Daegu Metropolitan City	1995	yes	11146
Korea	Daejeon	yes	Daejon Metropolitan City	1995	yes	
Korea	Gwangju	yes	Gwangju Metropolitan City	1995	yes	6831
Korea	Jeonju	no				
Korea	Pohang	no				
Korea	Seoul Incheon	yes	Seoul Metropolitan City	1949	yes	
Korea	Ulsan	yes	Ulsan Metropolitan City	1997	yes	5346
Mexico	Acapulco de Juárez	yes	Consejo para el Desarrollo Metropolitano del Municipio de Acapulco (CODEME)	2009	no	
Mexico	Aguascalientes	yes	Consejo para el Desarrollo Metropolitano de la Zona Metroplitana de Aguascalientes		no	
Mexico	Centro	yes	Consejo para el Desarrollo de la Zona Metropolitana Villahermosa-Nacajuca	2009	no	
Mexico	Chihuahua	yes	Consejo para el Desarrollo Metropolitano de Chihuahua	2010	no	
Mexico	Cuernavaca	yes	Consejo para el Desarrollo Metropolitano de la Zona Metroplitana de Cuernavaca		no	
Mexico	Culiacán	yes	Comisión de Zona Conurbada de los Municipios de Culiacan y Navolato	2010	no	
Mexico	Guadalajara	yes	Consejo de la Zona Metropolitana de Guadalajara	1989	no	
Mexico	Hermosillo	yes	Consejo para el Desarrollo de la Zona Metropolitana de Hermosillo	2010	no	
Mexico	Juárez	no				
Mexico	León	yes	Consejo para el Desarrollo de la Zona Metropolitana de León - COMETRO LEÓN	2008	no	
Mexico	Mérida	yes	Coordinación Metropolitana de Yucatán. (COMEY)	2012	no	
Mexico	Mexicali	yes	Consejo de Desarrollo Estratégico de Mexicali	2012	no	
Mexico	Mexico City	yes	Consejo para el Desarrollo Metropolitano del Valle de México	2008	no	
Mexico	Monterrey	yes	Consejo para el Desarrollo de la Zona Metropolitana de Monterrey	2008	no	
Mexico	Morelia	no				
Mexico	Oaxaca de Juárez	yes	Consejo para el Desarrollo Metropolitano	2011	no	

Country	Metropolitan Area	MA has Gover-nance Body	Body Name	Inception Year	Legislative / Regulatory Powers	Staff of the Governance Body
Mexico	Puebla	yes	Consejo para la Zona Metropolitana Puebla-Tlaxcala	2009	no	
Mexico	Querétaro	yes	Consejo Para el Desarrollo Metropolitano de la Zona Metropolitana Ciudad de Querétaro	2008	no	
Mexico	Saltillo	no				
Mexico	San Luis Potosí	yes	Consejo para el Desarrollo Metropolitano del Estado	2010	no	
Mexico	Tampico	no				
Mexico	Tijuana	no				
Mexico	Toluca	yes	Consejo para el Desarrollo Metropolitano del Valle de Toluca	2011	no	
Mexico	Torreón	yes	Consejo de Desarrollo Metropolitano de la Laguna	2008	no	
Mexico	Tuxtla Gutiérrez	yes	Consejo de Desarrollo Metropolitano de Tuxtla Gutiérrez	2009	no	
Mexico	Veracruz	yes	Consejo para el Desarrollo Metropolitano del Estado de Veracruz	2013	no	
Netherlands	Amsterdam	yes	Stadsregio Amsterdam	2006	yes	65
Netherlands	Eindhoven	yes	Samenwerkingsverband Regio Eindhoven	2006	yes	
Netherlands	Rotterdam	yes	Stadsregio Rotterdam	2006	yes	
Netherlands	The Hague	yes	Stadsgewest Haaglanden	2006	yes	
Netherlands	Utrecht	yes	Besturr Regio Utrecht	2006	yes	
New Zealand	Auckland	yes	Auckland Council	2010	no	8040
New Zealand	Canterbury	yes	Environment Canterbury	2010	no	530
New Zealand	Wellington	yes	Greater Wellington Regional Council	1989	no	422
Poland	Gdansk	yes	Gdańsk Obszar Metropolitalny	2011	no	
Poland	Katowice	yes	Górnośląski Związek Metropolitalny (GZM)	2006	no	
Poland	Kraków	no				
Poland	Lódz	no				
Poland	Lublin	yes	Metropolis Silesia	2008	no	
Poland	Poznan	yes	Rada Metropolii	2011	no	
Poland	Warsaw	yes	Walne Zebranie Członków	2006	no	
Poland	Wroclaw	no				
Portugal	Lisbon	yes	Area Metropolitana de Lisboa	1991	yes	15
Portugal	Porto	yes	Area Metropolitana do Porto	1991	yes	
Spain	Barcelona	yes	Àrea Metropolitana de Barcelona	2011	yes	
Spain	Bilbao	no				
Spain	Las Palmas	no				
Spain	Madrid	no				
Spain	Málaga	no				
Spain	Seville	no				
Spain	Valencia	no				
Spain	Zaragoza	no				
Sweden	Gothenburg	yes	Göteborgsregionens Kommunalförbund	2001	no	160
Sweden	Malmö	yes	Kommunförbund Skåne		no	52
Sweden	Stockholm	yes	Kommunförbundet Stockholms Län		no	
Switzerland	Basel	yes	Nordwestschweizer Regierungskonferenz	1971	no	
Switzerland	Geneva	yes	Métropole lémanique	2011	no	
Switzerland	Zurich	yes	Metropolitanraum Zürich	2009	no	
U.K.	Birmingham (UK)	no				
U.K.	Bradford					
U.K.	Bristol	no				
U.K.	Cardiff	no				
U.K.	Edinburgh	yes	Strategic Development Planning Authority for Edinburgh and South Scotland	2008	yes	
U.K.	Glasgow	yes	Glasgow and the Clyde Valley Strategic Development Planning Authority (GCVSDPA)	2008	yes	18
U.K.	Leeds	no				

Country	Metropolitan Area	MA has Gover-nance Body	Body Name	Inception Year	Legislative / Regulatory Powers	Staff of the Governance Body
U.K.	Leicester	no				
U.K.	Liverpool	no				
U.K.	London	yes	Greater London Authority	1999	yes	
U.K.	Manchester	yes	Greater Manchester Combined Authority	2011	yes	
U.K.	Newcastle	no				
U.K.	Nottingham	no				
U.K.	Portsmouth	no				
U.K.	Sheffield	no				
US	Akron	no				
US	Albany	no				
US	Albuquerque	yes	Mid Region Council of Governments	1969	no	
US	Atlanta	yes	Atlanta Regional Commission		no	
US	Austin	yes	Capital Area Council of Governments	1970	no	
US	Baltimore	yes	Baltimore Metropolitan Council (BMC)/Baltimore Regional Planning Board	1992	no	39
US	Baton Rouge	yes	Capital Region Planning Commission		no	9
US	Birmingham (US)	yes	Regional Planning Commission of Greater Birmingham	1970	no	43
US	Boston	yes	Metropolitan Area Planning Council	1963	no	40
US	Buffalo	no				
US	Charleston	yes	BCD Council of Governments	1971	no	46
US	Charlotte	yes	Centralina Council of Governments	1968	no	41
US	Chicago	yes	Chicago Metropolitan Agency for Planning	2005	no	
US	Cincinnati	yes	Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	1964	no	
US	Clearwater/Saint Petersburg					
US	Cleveland	yes	Northeast Ohio Areawide Coordinating Agency (NOACA)		no	
US	Colorado Springs	yes	Pikes Peak Area Council of Governments (PPACG)	1967	no	
US	Columbia	yes	Central Midlands Council of Governments	1969	no	37
US	Columbus	yes	Mid Ohio Regional Planning Commission	1969	no	66
US	Dallas	yes	North Central Texas Council of Governments	1966	no	
US	Dayton	yes	Miami Valley Regional Planning Commission	1964	no	22
US	Denver	yes	Denver Regional Council of Governments	1955	no	90
US	Des Moines	no				
US	Detroit	yes	Southeast Michigan Council of Governments	1968	no	
US	El Paso	yes	Rio Grande Council of Governments	1971	no	40
US	Fort Worth					
US	Fresno	yes	Fresno Council of Governments	1967	no	27
US	Grand Rapids	yes	Grand Valley Metropolitan Council		no	
US	Harrisburg	yes	Tri-City Regional Planning Commission	1966	no	15
US	Houston	yes	Houston Galveston Area Council		no	219
US	Indianapolis	no				
US	Jacksonville	yes	Northeast Florida Regional Council	1977	no	15
US	Kansas City	yes	Mid America Regional Council		no	
US	Las Vegas	no				
US	Little Rock	yes	Metroplan	1955	no	14
US	Los Angeles	yes	Southern Californian Association of Governments	1965	no	129
US	Louisville	yes	Regional Planning and Development Agency		no	
US	Madison	yes	Capital Area Regional Planning Comission	2007	no	9
US	Mcallen	yes	Lower Rio Grande Development Council		no	120
US	Memphis	yes	Memphis Area Association of Governments	1974	no	5
US	Miami	yes	South Florida Regional Planning Council		no	19
US	Milwaukee	yes	Southeastern Wisconsin Regional Planning Commission (SEWRPC)	1960	no	85

Country	Metropolitan Area	MA has Gover-nance Body	Body Name	Inception Year	Legislative / Regulatory Powers	Staff of the Governance Body
US	Minneapolis	yes	Met Council	1967	yes	
US	Nashville	yes	Greater Nashville Regional Council		no	76
US	New Orleans	yes	Regional Planning Commission		no	22
US	New York	no				
US	Norfolk-Portsmouth-Chesapeake-Virginia beach	yes	Hampton Roads Planning District Commission (HRPDC)	1990	no	33
US	Oklahoma city	yes	Association of Central Oklahoma Governments	1966	no	28
US	Omaha	yes	Metropolitan Area Planning Agency (MAPA)	1967	no	13
US	Orlando	yes	East Central Florida Regional Planning Council	1962	no	13
US	Philadelphia	yes	Delaware Valley Planning Regional Commission	1966	no	111
US	Phoenix	yes	Maricopa Association of Governments	1967	no	
US	Pittsburgh	yes	South Western Pennsylvania Comission		no	54
US	Portland	yes	METRO	1979	yes	700
US	Providence	no				
US	Raleigh	yes	Triangle J Council of Governments	1959	no	28
US	Richmond	yes	Richmond Regional Planning District Commission	1969	no	22
US	Sacramento/Roseville	yes	Sacramento Area Council of Governments		no	53
US	Saint Louis (US)	yes	East-West Gateway Council of Governments	1965	no	64
US	Salt Lake City	yes	Wasatch Front Regional Council	1969	no	
US	San Antonio	yes	Alamo Area Council of Governments		no	312
US	San Diego	yes	San Diego Association of Governments	1966	no	39
US	San Francisco	yes	Association of Bay Area Governments	1961	no	83
US	Seattle	yes	Puget Sound Regional Council	1956	no	70
US	Tampa	yes	Tampa Bay Regional Planning Council	1962	no	41
US	Toledo (US)	yes	Toledo Metropolitan Area Council of Governments	1975	no	23
US	Tucson	yes	Pima Asscociation of Governments	1972	no	16
US	Tulsa	yes	Indian Nations Council of Governments	1967	no	60
US	Washington	yes	Metropolitan Washington Council of Governments	1957	no	102
US	Wichita	no	Wichita Area Metropolitan Planning Organization			

Country	Metropolitan Area	Governance Body Budget	Year	Transportation	Spatial Planning	Regional Development	Waste Disposal	Water Provision
Australia	Adelaide							
Australia	Brisbane							
Australia	Canberra-Queanbeyan							
Australia	Gold Coast-Tweed							
Australia	Melbourne							
Australia	Newcastle-Maitland							
Australia	Perth							
Australia	Sydney							
Austria	Graz			yes	yes	yes		
Austria	Linz							
Austria	Vienna			yes	yes			
Belgium	Antwerp							
Belgium	Brussel	2700000000	2012	yes	yes	yes	yes	
Belgium	Ghent							
Belgium	Liege							
Canada	Calgary	3400000	2013	yes	yes	yes	yes	yes
Canada	Edmonton	4200000	2014	yes	yes	yes		
Canada	Hamilton							
Canada	Montreal	119000000	2014	yes	yes	yes	yes	yes
Canada	Ottawa-Gatineau	146509834	2013-14	yes	yes	yes		
Canada	Quebec	3000000	2013	yes	yes	yes	yes	yes
Canada	Toronto							
Canada	Vancouver	635600000	2013	yes	yes	yes	yes	yes
Canada	Winnipeg			yes	yes	yes		
Chile	Concepción							
Chile	Santiago							
Chile	Valparaíso							
France	Bordeaux	1021631000	2013	yes	yes	yes	yes	yes
France	Grenoble	400000000	2013	yes	yes	yes	yes	
France	Lille	1734000000	2013	yes	yes	yes	yes	yes
France	Lyon	1935200000	2013	yes	yes	yes	yes	yes
France	Marseille	1392000000	2010	yes	yes	yes	yes	yes
France	Montpellier	832000000	2013	yes	yes	yes	yes	yes
France	Nantes	1044000000	2013	yes	yes	yes	yes	yes
France	Nice	945000000	2012	yes	yes	yes	yes	yes
France	Paris	2000000		yes	yes	yes		
France	Rennes	493000000	2013	yes	yes	yes	yes	
France	Rouen	650000000	2013	yes	yes	yes	yes	yes
France	Saint-Étienne	359000000	2013	yes	yes	yes	yes	yes
France	Strasbourg	1061000000	2012	yes	yes	yes	yes	yes
France	Toulon	444000000	2013	yes	yes	yes		
France	Toulouse	1600000000	2012	yes	yes	yes	yes	yes
Germany	Aachen	558000000	2012	yes	yes	yes		
Germany	Augsburg			yes	yes	yes		
Germany	Berlin							
Germany	Bochum	57265000	2012		yes	yes	yes	
Germany	Bonn			yes		yes		
Germany	Bremen	412000	2012	yes	yes	yes		
Germany	Cologne			yes		yes		
Germany	Dortmund	57265000	2012		yes	yes	yes	
Germany	Dresden			yes	yes	yes		
Germany	Duisburg	57265000	2012		yes	yes	yes	
Germany	Düsseldorf							
Germany	Essen	57265000	2012		yes	yes	yes	
Germany	Frankfurt	15000000	2011	yes	yes			
Germany	Freiburg im Breisgau			yes	yes	yes		
Germany	Hamburg	3417000	2012	yes	yes	yes		
Germany	Hanover	1499000000	2013	yes		yes		
Germany	Karlsruhe				yes			
Germany	Leipzig							
Germany	Mannheim				yes	yes		
Germany	Munich			yes	yes			
Germany	Münster							
Germany	Nuremberg			yes		yes		
Germany	Saarbrücken	369447854	2013		yes	yes	yes	yes

Country	Metropolitan Area	Governance Body Budget	Year	Transportation	Spatial Planning	Regional Development	Waste Disposal	Water Provision
Germany	Stuttgart	350100000	2013	yes	yes	yes	yes	
Ireland	Dublin	1100000	2011			yes		
Italy	Bari							
Italy	Bologna							
Italy	Catania							
Italy	Florence							
Italy	Genova							
Italy	Milan							
Italy	Naples							
Italy	Palermo							
Italy	Rome							
Italy	Turin							
Italy	Venice							
Japan	Anjo					yes		
Japan	Fukuoka					yes		yes
Japan	Fukuyama							
Japan	Hamamatsu					yes		
Japan	Himeji							
Japan	Hiroshima	7231000				yes		
Japan	Kagoshima							
Japan	Kanazawa							
Japan	Kitakyushu					yes		
Japan	Kochi							
Japan	Kofu	3801235000	2012		yes			
Japan	Kumamoto	7470000	2011	yes		yes		
Japan	Kurashiki							
Japan	Maebashi							
Japan	Matsuyama							
Japan	Mito							
Japan	Nagano	4110404000	2013			yes	yes	
Japan	Nagasaki							
Japan	Nagoya							
Japan	Naha					yes	yes	
Japan	Niigata							
Japan	Numazu							
Japan	Oita							
Japan	Okayama							
Japan	Osaka	1218262000	2013			yes		
Japan	Sapporo	65747000	2013			yes		
Japan	Sendai			yes	yes	yes		
Japan	Shizuoka							
Japan	Takamatsu							
Japan	Tokushima							
Japan	Tokyo					yes		
Japan	Toyama	5465174000	2013				yes	
Japan	Toyohashi					yes		
Japan	Utsunomiya							
Japan	Wakayama							
Japan	Yokkaichi	282917000	2013		yes	yes		
Korea	Busan	8.36E+12	2013	yes		yes	yes	yes
Korea	Changwon	2.51E+12	2012	yes	yes	yes		yes
Korea	Cheongju							
Korea	Daegu	7.661E+12	2012	yes	yes	yes	yes	yes
Korea	Daejeon	4.998E+12	2012	yes	yes	yes	yes	yes
Korea	Gwangju	3.503E+12	2011	yes	yes	yes	yes	yes
Korea	Jeonju							
Korea	Pohang							
Korea	Seoul Incheon		2010		yes	yes		yes
Korea	Ulsan	3.661E+12	2012	yes	yes	yes	yes	yes
Mexico	Acapulco de Juárez	66805061	2010	yes	yes	yes	yes	yes
Mexico	Aguascalientes							
Mexico	Centro	44536537	2010	yes	yes	yes	yes	yes
Mexico	Chihuahua	51953683	2010	yes	yes	yes	yes	yes
Mexico	Cuernavaca	35392562	2012	yes	yes		yes	yes
Mexico	Culiacán			yes	yes	yes	yes	yes
Mexico	Guadalajara	919839183	2010	yes	yes	yes	yes	

Country	Metropolitan Area	Governance Body Budget	Year	Transportation	Spatial Planning	Regional Development	Waste Disposal	Water Provision
Mexico	Hermosillo	51953663	2010	yes	yes	yes	yes	yes
Mexico	Juárez							
Mexico	León	342920126	2010	yes	yes	yes	yes	yes
Mexico	Mérida	67777521	2010	yes	yes	yes	yes	yes
Mexico	Mexicali				yes	yes		
Mexico	Mexico City	3195228779	2010	yes	yes	yes		yes
Mexico	Monterrey	775231066	2010	yes	yes	yes	yes	yes
Mexico	Morelia							
Mexico	Oaxaca de Juárez			yes	yes	yes	yes	yes
Mexico	Puebla	315623081	2010	yes	yes	yes	yes	yes
Mexico	Querétaro	169150530	2010	yes	yes	yes	yes	yes
Mexico	Saltillo							
Mexico	San Luis Potosí	31953663	2010	yes	yes	yes	yes	yes
Mexico	Tampico							
Mexico	Tijuana							
Mexico	Toluca	11351590	2010	yes	yes	yes		yes
Mexico	Torreón	391178122	2010	yes	yes	yes	yes	yes
Mexico	Tuxtla Gutiérrez	56157114	2010	yes	yes	yes	yes	yes
Mexico	Veracruz			yes	yes	yes	yes	yes
Netherlands	Amsterdam	687147262	2012	yes	yes	yes		
Netherlands	Eindhoven	86850980	2012	yes	yes	yes		
Netherlands	Rotterdam	790525219		yes	yes	yes		yes
Netherlands	The Hague	472760649	2011	yes	yes	yes		
Netherlands	Utrecht	138675000	2012	yes	yes	yes		
New Zealand	Auckland	1891000000	2012	yes	yes	yes	yes	yes
New Zealand	Canterbury	152252000	2012	yes	yes			
New Zealand	Wellington	204131000	2012	yes	yes	yes		yes
Poland	Gdansk			yes	yes	yes		
Poland	Katowice	2000000		yes	yes	yes	yes	yes
Poland	Kraków							
Poland	Lódz							
Poland	Lublin							
Poland	Poznan			yes	yes	yes		
Poland	Warsaw			yes	yes	yes		
Poland	Wroclaw							
Portugal	Lisbon	1221521	2013	yes		yes	yes	yes
Portugal	Porto	2400000	2013	yes		yes	yes	yes
Spain	Barcelona			yes	yes	yes	yes	yes
Spain	Bilbao							
Spain	Las Palmas							
Spain	Madrid							
Spain	Málaga							
Spain	Seville							
Spain	Valencia							
Spain	Zaragoza							
Sweden	Gothenburg	180000000	2013		yes	yes		
Sweden	Malmö	98700000	2012		yes	yes		
Sweden	Stockholm	34782952	2012			yes		
Switzerland	Basel			yes	yes	yes		
Switzerland	Geneva		2011	yes		yes		
Switzerland	Zurich	535000	2012	yes	yes	yes		
U.K.	Birmingham (UK)							
U.K.	Bradford							
U.K.	Bristol							
U.K.	Cardiff							
U.K.	Edinburgh				yes	yes		
U.K.	Glasgow				yes	yes		
U.K.	Leeds							
U.K.	Leicester							
U.K.	Liverpool							
U.K.	London	364000000	2013	yes		yes		
U.K.	Manchester			yes	yes		yes	
U.K.	Newcastle							

Country	Metropolitan Area	Governance Body Budget	Year	Transportation	Spatial Planning	Regional Development	Waste Disposal	Water Provision
U.K.	Nottingham							
U.K.	Portsmouth							
U.K.	Sheffield							
US	Akron							
US	Albany							
US	Albuquerque	14300000	2013	yes	yes	yes		yes
US	Atlanta	14900000	2011	yes	yes	yes		
US	Austin	22700000	2013	yes		yes	yes	
US	Baltimore	6900000	2013	yes				
US	Baton Rouge			yes		yes		
US	Birmingham (US)			yes	yes	yes		
US	Boston	12700000	2011	yes	yes	yes		
US	Buffalo							
US	Charleston			yes	yes	yes		yes
US	Charlotte	21000000		yes	yes	yes		
US	Chicago	15800000	2013	yes	yes	yes		yes
US	Cincinnati	5700000	2012	yes				
US	Clearwater/Saint Petersburg							
US	Cleveland			yes				
US	Colorado Springs	6000000	2011	yes		yes		
US	Columbia			yes	yes	yes		
US	Columbus	14000000	2013	yes		yes		
US	Dallas	172000000	2013	yes				
US	Dayton	4600000		yes	yes			
US	Denver	22000000	2013	yes	yes	yes		
US	Des Moines							
US	Detroit	9400000	2013	yes	yes	yes		yes
US	El Paso					yes	yes	yes
US	Fort Worth							
US	Fresno	12900000	2013	yes				
US	Grand Rapids	1800000	2012	yes	yes			
US	Harrisburg			yes		yes		
US	Houston	278882000	2011	yes		yes		
US	Indianapolis							
US	Jacksonville			yes	yes	yes		
US	Kansas City	58000000	2013	yes				
US	Las Vegas							
US	Little Rock	2500000	2011	yes				
US	Los Angeles	42900000	2013	yes	yes			
US	Louisville			yes				
US	Madison	1140000	2014			yes		
US	Mcallen	17600000	2012	yes	yes	yes	yes	yes
US	Memphis			yes		yes		
US	Miami	2300000	2011	yes	yes	yes		
US	Milwaukee	7300000	2013	yes	yes			
US	Minneapolis	817000000	2013	yes	yes	yes	yes	yes
US	Nashville	12000000	2013	yes	yes	yes		
US	New Orleans	2698331		yes	yes	yes		
US	New York							
US	Norfolk-Portsmouth-Chesapeake-Virginia beach				yes	yes		yes
US	Oklahoma city	8000000	2012	yes				yes
US	Omaha			yes		yes		
US	Orlando	2300000	2008	yes		yes		
US	Philadelphia	28000000	2013	yes	yes	yes		
US	Phoenix	31500000	2012	yes			yes	yes
US	Pittsburgh	17000000	2012	yes		yes		
US	Portland	389000000	2011	yes	yes	yes		yes
US	Providence							
US	Raleigh	17000000	2011		yes	yes		yes
US	Richmond	3000000	2011	yes			yes	
US	Sacramento/Roseville	50000000		yes				
US	Saint Louis (US)	25000000	2012	yes		yes		
US	Salt Lake City			yes		yes		

Country	Metropolitan Area	Governance Body Budget	Year	Transportation	Spatial Planning	Regional Development	Waste Disposal	Water Provision
US	San Antonio	38000000	2013	yes		yes		
US	San Diego		2013	yes	yes	yes	yes	yes
US	San Francisco	24400000						
US	Seattle	15500000	2012	yes	yes	yes		
US	Tampa	3390000	2012		yes	yes		
US	Toledo (US)			yes	yes	yes		yes
US	Tucson	8900000	2012	yes				
US	Tulsa			yes	yes	yes		
US	Washington	26900000	2013	yes	yes			
US	Wichita							

Country	Metropolitan Area	Sewerage Provision	Energy	Education	Tourism	Culture and Leisure	Healthcare
Australia	Adelaide						
Australia	Brisbane						
Australia	Canberra-Queanbeyan						
Australia	Gold Coast-Tweed						
Australia	Melbourne						
Australia	Newcastle-Maitland						
Australia	Perth						
Australia	Sydney						
Austria	Graz				yes		
Austria	Linz						
Austria	Vienna						
Belgium	Antwerp						
Belgium	Brussel		yes				
Belgium	Ghent						
Belgium	Liege						
Canada	Calgary	yes					
Canada	Edmonton						
Canada	Hamilton						
Canada	Montreal	yes			yes	yes	
Canada	Ottawa-Gatineau					yes	
Canada	Quebec	yes			yes	yes	
Canada	Toronto						
Canada	Vancouver	yes				yes	
Canada	Winnipeg						
Chile	Concepción						
Chile	Santiago						
Chile	Valparaíso						
France	Bordeaux	yes				yes	
France	Grenoble	yes					
France	Lille	yes				yes	
France	Lyon	yes					
France	Marseille	yes					
France	Montpellier	yes				yes	
France	Nantes	yes	yes	yes			
France	Nice	yes					
France	Paris						
France	Rennes					yes	
France	Rouen	yes			yes	yes	
France	Saint-Étienne	yes	yes	yes	yes	yes	
France	Strasbourg	yes					
France	Toulon	yes		yes	yes	yes	
France	Toulouse	yes				yes	
Germany	Aachen				yes		
Germany	Augsburg						
Germany	Berlin						
Germany	Bochum				yes	yes	
Germany	Bonn		yes		yes	yes	
Germany	Bremen						
Germany	Cologne		yes		yes	yes	
Germany	Dortmund				yes	yes	
Germany	Dresden				yes	yes	
Germany	Duisburg				yes	yes	
Germany	Düsseldorf						
Germany	Essen				yes	yes	
Germany	Frankfurt		yes	yes			
Germany	Freiburg im Breisgau					yes	
Germany	Hamburg			yes	yes	yes	
Germany	Hanover		yes		yes	yes	yes
Germany	Karlsruhe				yes	yes	
Germany	Leipzig						
Germany	Mannheim		yes		yes	yes	
Germany	Munich					yes	
Germany	Münster						
Germany	Nuremberg		yes		yes	yes	
Germany	Saarbrücken	yes	yes	yes	yes	yes	yes
Germany	Stuttgart				yes	yes	

Ireland	Dublin						
Italy	Bari						
Italy	Bologna						
Italy	Catania						
Italy	Florence						
Italy	Genova						
Italy	Milan						
Italy	Naples						
Italy	Palermo						
Italy	Rome						
Italy	Turin						
Italy	Venice						
Japan	Anjo						
Japan	Fukuoka						
Japan	Fukuyama						
Japan	Hamamatsu		yes				
Japan	Himeji				yes		
Japan	Hiroshima				yes	yes	
Japan	Kagoshima						
Japan	Kanazawa						
Japan	Kitakyushu						
Japan	Kochi						
Japan	Kofu				yes	yes	
Japan	Kumamoto				yes	yes	yes
Japan	Kurashiki						
Japan	Maebashi		yes	yes			
Japan	Matsuyama						
Japan	Mito						
Japan	Nagano				yes	yes	
Japan	Nagasaki						
Japan	Nagoya						
Japan	Naha				yes		
Japan	Niigata						
Japan	Numazu						
Japan	Oita						
Japan	Okayama						
Japan	Osaka		yes		yes	yes	yes
Japan	Sapporo				yes	yes	
Japan	Sendai				yes	yes	
Japan	Shizuoka						
Japan	Takamatsu						
Japan	Tokushima						
Japan	Tokyo						
Japan	Toyama		yes			yes	
Japan	Toyohashi				yes		
Japan	Utsunomiya						
Japan	Wakayama						
Japan	Yokkaichi						
Korea	Busan	yes		yes	yes	yes	yes
Korea	Changwon	yes			yes	yes	yes
Korea	Cheongju						
Korea	Daegu	yes			yes	yes	yes
Korea	Daejeon			yes			
Korea	Gwangju	yes	yes			yes	
Korea	Jeonju						
Korea	Pohang						
Korea	Seoul Incheon						
Korea	Ulsan	yes			yes	yes	
Mexico	Acapulco de Juárez	yes					
Mexico	Aguascalientes						
Mexico	Centro	yes					
Mexico	Chihuahua	yes					
Mexico	Cuernavaca	yes					
Mexico	Culiacán	yes				yes	
Mexico	Guadalajara						
Mexico	Hermosillo	yes					
Mexico	Juárez						
Mexico	León	yes					
Mexico	Mérida	yes	yes				
Mexico	Mexicali						

Mexico	Mexico City	yes					
Mexico	Monterrey	yes					
Mexico	Morelia						
Mexico	Oaxaca de Juárez	yes	yes			yes	
Mexico	Puebla	yes	yes				
Mexico	Querétaro	yes					
Mexico	Saltillo						
Mexico	San Luis Potosí	yes					
Mexico	Tampico						
Mexico	Tijuana						
Mexico	Toluca	yes					
Mexico	Torreón	yes					
Mexico	Tuxtla Gutiérrez	yes					
Mexico	Veracruz	yes					
Netherlands	Amsterdam						
Netherlands	Eindhoven				yes	yes	yes
Netherlands	Rotterdam						
Netherlands	The Hague						
Netherlands	Utrecht						
New Zealand	Auckland	yes			yes	yes	
New Zealand	Canterbury						
New Zealand	Wellington						
Poland	Gdansk			yes	yes		
Poland	Katowice		yes	yes	yes		yes
Poland	Kraków						
Poland	Lódz						
Poland	Lublin						
Poland	Poznan				yes		
Poland	Warsaw			yes	yes	yes	
Poland	Wroclaw						
Portugal	Lisbon	yes	yes	yes	yes	yes	yes
Portugal	Porto	yes	yes	yes	yes	yes	yes
Spain	Barcelona	yes			yes		
Spain	Bilbao						
Spain	Las Palmas						
Spain	Madrid						
Spain	Málaga						
Spain	Seville						
Spain	Valencia						
Spain	Zaragoza						
Sweden	Gothenburg						
Sweden	Malmö		yes	yes		yes	yes
Sweden	Stockholm		yes	yes			
Switzerland	Basel						
Switzerland	Geneva			yes			yes
Switzerland	Zurich		yes	yes		yes	
U.K.	Birmingham (UK)						
U.K.	Bradford						
U.K.	Bristol						
U.K.	Cardiff						
U.K.	Edinburgh						
U.K.	Glasgow						
U.K.	Leeds						
U.K.	Leicester						
U.K.	Liverpool						
U.K.	London						
U.K.	Manchester						
U.K.	Newcastle						
U.K.	Nottingham						
U.K.	Portsmouth						
U.K.	Sheffield						
US	Akron						
US	Albany						
US	Albuquerque						
US	Atlanta						
US	Austin						
US	Baltimore						

US	Baton Rouge								
US	Birmingham (US)								
US	Boston								
US	Buffalo								
US	Charleston								
US	Charlotte								
US	Chicago								
US	Cincinnati								
US	Clearwater/Saint Petersburg								
US	Cleveland								
US	Colorado Springs								
US	Columbia								
US	Columbus								
US	Dallas								
US	Dayton								
US	Denver								
US	Des Moines								
US	Detroit				yes				
US	El Paso								
US	Fort Worth								
US	Fresno								
US	Grand Rapids								
US	Harrisburg								
US	Houston								
US	Indianapolis								
US	Jacksonville								
US	Kansas City								
US	Las Vegas								
US	Little Rock								
US	Los Angeles								
US	Louisville								
US	Madison								
US	Mcallen								
US	Memphis					yes			
US	Miami								
US	Milwaukee								
US	Minneapolis		yes						
US	Nashville					yes			
US	New Orleans								
US	New York								
US	Norfolk-Portsmouth-Chesapeake-Virginia beach								
US	Oklahoma city								
US	Omaha								
US	Orlando								
US	Philadelphia								
US	Phoenix								
US	Pittsburgh								
US	Portland						yes		
US	Providence								
US	Raleigh								
US	Richmond								
US	Sacramento/Roseville								
US	Saint Louis (US)								
US	Salt Lake City								
US	San Antonio								
US	San Diego			yes					
US	San Francisco								
US	Seattle								
US	Tampa								
US	Toledo (US)								
US	Tucson			yes					
US	Tulsa								
US	Washington								yes
US	Wichita								

Country	Metropolitan Area	Sectoral Transport Authority	Transport Authority Budget	Year
Australia	Adelaide	Adelaide Metro		
Australia	Brisbane			
Australia	Canberra-Queanbeyan			
Australia	Gold Coast-Tweed			
Australia	Melbourne			
Australia	Newcastle-Maitland			
Australia	Perth	Transperth	300000000	
Australia	Sydney			
Austria	Graz	Verkehrsverbund Steiermark		
Austria	Linz	Oberösterreichischer Verkehrsverbund	50500000	2007
Austria	Vienna	Verkehrsverbund Ost-Region		
Belgium	Antwerp	De Lijn		
Belgium	Brussel	Societé de Transport Intercommunale de Bruxelles	521280000	2012
Belgium	Ghent	De Lijn		
Belgium	Liege	TEC Liège		
Canada	Calgary			
Canada	Edmonton			
Canada	Hamilton	Metrolinx		
Canada	Montreal	Agence Metropolitaine de Transport	313000000	2013
Canada	Ottawa-Gatineau			
Canada	Quebec	réseau de transport de la Capitale	198800000	2011
Canada	Toronto	Metrolinx		
Canada	Vancouver	Metro Vancouver Transportation Authority (Translink)	1420000000	2012
Canada	Winnipeg			
Chile	Concepción			
Chile	Santiago	Transantiago		
Chile	Valparaíso			
France	Bordeaux	Tram et bus de la Communauté de Bordeaux		
France	Grenoble			
France	Lille			
France	Lyon	SYRTAL	857300000	2012
France	Marseille			
France	Montpellier	TAM (Transport de Agglomeration de Montpellier)		
France	Nantes	Semitan (Societé d'Economie mixte de transport de l'agglomeration nantaise)	97000000	
France	Nice			
France	Paris	Syndicat des Transport de l'Ile de France (STIF)	3700000000	2005
France	Rennes			
France	Rouen			
France	Saint-Étienne			
France	Strasbourg	CTS – Compagnie de Transport des Strasbourgeois	192000000	2009
France	Toulon	RMTT (Régie Mixte des Transport Toulonais)		
France	Toulouse	Tisséo	308000000	2010
Germany	Aachen	Zweckverband Aachener Verkehrsverbund (ZV AVV)		
Germany	Augsburg	Augsburger Verkehrsverbund		
Germany	Berlin	Verkehrsverbund Berlin-Brandenburg		
Germany	Bochum	Verkehrsverbund Rhein-Ruhr	1551000000	2012
Germany	Bonn	Verkehrsverbund Rhein-Sieg		
Germany	Bremen	Verkehrsverbund Bremen/Niedersachsen		
Germany	Cologne	Verkehrsverbund Rhein-Sieg		
Germany	Dortmund	Verkehrsverbund Rhein-Ruhr	1551000000	2012
Germany	Dresden	Verkehrsverbund Oberelbe		
Germany	Duisburg	Verkehrsverbund Rhein-Ruhr	1551000000	2012
Germany	Düsseldorf	Verkehrsverbund Rhein-Ruhr	1551000000	2012
Germany	Essen	Verkehrsverbund Rhein-Ruhr	1551000000	2012
Germany	Frankfurt	Rhein-Main-Verkehrsverbund	1289000000	2011
Germany	Freiburg im Breisgau	Zweckverband Regio Nahverkehr Freiburg		
Germany	Hamburg	Hamburger Verkehrsverbund		
Germany	Hanover	Großraum-Verkehr-Hannover		
Germany	Karlsruhe	Karlsruher Verkehrsverbund		
Germany	Leipzig	Mitteldeutscher Verkehrsverbund		
Germany	Mannheim	Verkehrsverbund Rhein-Neckar		
Germany	Munich	Münchner Verkehrs- und Tarifverbund		
Germany	Münster	Verkehrsgemeinschaft Münsterland		
Germany	Nuremberg	Verkehrsverbund Großraum Nürnberg	518000000	2011
Germany	Saarbrücken	Saarländischer Verkehrsverbund		
Germany	Stuttgart	Verkehrs- und Tarifverbund Stuttgart	637300000	2012

Country	Metropolitan Area	Sectoral Transport Authority	Transport Authority Budget	Year
Ireland	Dublin	National Transport Authority		
Italy	Bari	CORATAP		
Italy	Bologna			
Italy	Catania			
Italy	Florence			
Italy	Genova	ATM (Azienda Trasporti Milanesi)		
Italy	Milan			
Italy	Naples			
Italy	Palermo			
Italy	Rome			
Italy	Turin			
Italy	Venice			
Japan	Anjo			
Japan	Fukuoka			
Japan	Fukuyama			
Japan	Hamamatsu			
Japan	Himeji			
Japan	Hiroshima			
Japan	Kagoshima			
Japan	Kanazawa			
Japan	Kitakyushu			
Japan	Kochi			
Japan	Kofu			
Japan	Kumamoto			
Japan	Kurashiki			
Japan	Maebashi			
Japan	Matsuyama			
Japan	Mito			
Japan	Nagano			
Japan	Nagasaki			
Japan	Nagoya			
Japan	Naha			
Japan	Niigata			
Japan	Numazu			
Japan	Oita			
Japan	Okayama			
Japan	Osaka			
Japan	Sapporo			
Japan	Sendai			
Japan	Shizuoka			
Japan	Takamatsu			
Japan	Tokushima			
Japan	Tokyo	Tokyo Metropolitan Area Transportation Planning Council	1.4E+12	
Japan	Toyama			
Japan	Toyohashi			
Japan	Utsunomiya			
Japan	Wakayama			
Japan	Yokkaichi			
Korea	Busan	Busan Transportation Corporation	9140000000	
Korea	Changwon			
Korea	Cheongju			
Korea	Daegu	Daegu Metropolitan Transit Corporation	3.06E+11	2012
Korea	Daejeon			
Korea	Gwangju			
Korea	Jeonju			
Korea	Pohang			
Korea	Seoul Incheon	Metropolitan Transport Association	44500000000	2011
Korea	Ulsan			
Mexico	Acapulco de Juárez			
Mexico	Aguascalientes			
Mexico	Centro			
Mexico	Chihuahua			
Mexico	Cuernavaca			
Mexico	Culiacán			
Mexico	Guadalajara			
Mexico	Hermosillo			
Mexico	Juárez			

Country	Metropolitan Area	Sectoral Transport Authority	Transport Authority Budget	Year
Mexico	León			
Mexico	Mérida			
Mexico	Mexicali			
Mexico	Mexico City			
Mexico	Monterrey			
Mexico	Morelia			
Mexico	Oaxaca de Juárez			
Mexico	Puebla			
Mexico	Querétaro			
Mexico	Saltillo			
Mexico	San Luis Potosí			
Mexico	Tampico			
Mexico	Tijuana			
Mexico	Toluca			
Mexico	Torreón			
Mexico	Tuxtla Gutiérrez			
Mexico	Veracruz			
Netherlands	Amsterdam			
Netherlands	Eindhoven			
Netherlands	Rotterdam			
Netherlands	The Hague			
Netherlands	Utrecht			
New Zealand	Auckland	Auckland Transport	826651000	2012
New Zealand	Canterbury			
New Zealand	Wellington			
Poland	Gdansk	Metropolitalny Związek Komunikacyjny Zatoki Gdańskiej		
Poland	Katowice	KZK GOP		
Poland	Kraków	Miejskie Przedsiębiorstwo Komunikacyjne		
Poland	Lódz	MPK ŁÓDŹ (Miejskie Przedsiębiorstwo Komunikacyjne)		
Poland	Lublin	Komunikacyjny Związek Komunalny Górnośląskiego Okręgu Przemysłowego		
Poland	Poznan	Zarząd Transportu Miejskiego (ZTM)		
Poland	Warsaw	Zarząd Transportu Miejskiego (ZTM)		
Poland	Wroclaw	MPK Wroclaw		
Portugal	Lisbon	Autorida de Metropolitana de Transportes de Lisboa (AMTL)	4000000	2010
Portugal	Porto	Autoridade Metropolitana de Transporte do Porto (AMTP	879529	2010
Spain	Barcelona			
Spain	Bilbao	CONSORCIO DE TRANSPORTE DE BISKAIA		
Spain	Las Palmas	Transporte de Gran Canaria	35259701	2012
Spain	Madrid	CONSORCIO REGIONAL DE TRANSPORTES DE MADRID (CRTM)	12994545711	2012
Spain	Málaga	Consorcio de Transporte Metropolitano del Area de Malaga	9054487	2012
Spain	Seville	CONSORCIO DE TRANSPORTE METROPOLITANO DEL ÁREA DE SEVILLA	28482958	2013
Spain	Valencia	AGENCIA VALENCIANA DE MOVILIDAD (AVM		
Spain	Zaragoza			
Sweden	Gothenburg	Västtrafik	6788000000	2012
Sweden	Malmö			
Sweden	Stockholm	Storstockholms Lokaltrafik AB	15937000000	2012
Switzerland	Basel			
Switzerland	Geneva	Transport Public Genève	399830000	2012
Switzerland	Zurich	Zürcher Verkehrsverbund (ZVV)	971300000	2012
U.K.	Birmingham (UK)	West Midland Passenger Transport Executive	150000000	2011
U.K.	Bradford			
U.K.	Bristol			
U.K.	Cardiff			
U.K.	Edinburgh	Lothian Buses		
U.K.	Glasgow	Starthclyde Partnership for Transport		
U.K.	Leeds			
U.K.	Leicester			
U.K.	Liverpool	Merseyside Passenger Transport Executive	128000000	2011
U.K.	London	Transport for London	9741000000	2012
U.K.	Manchester	Transport for Greater Manchester Committee	305000000	2013
U.K.	Newcastle	Tyne and Wear Passenger Transport Authority		

Country	Metropolitan Area	Sectoral Transport Authority	Transport Authority Budget	Year
U.K.	Nottingham			
U.K.	Portsmouth			
U.K.	Sheffield	South Yorkshire Passenger Transport Executive		
US	Akron	Akron Metropolitan Area Transportation Study (AMATS)	17000000	
US	Albany	Capital District Transportation Committee/Capital District Transportation Authority	76100000	2013
US	Albuquerque	Rio Metro Regional Transit District	55000000	2014
US	Atlanta	Metropolitan Atlanta Rapid Transit Authority	399000000	2009
US	Austin	Capital Metropolitan Transportation Authority	274000000	
US	Baltimore	Maryland Transit Administration (MTA)		
US	Baton Rouge	Capital Area Transit System (CATS)	17000000	
US	Birmingham (US)	Birmingham Jefferson County Transport Authority	27000000	2009
US	Boston	Massachusetts Bay Transportation Authority (MBTA)	1700000000	2013
US	Buffalo	Greater Buffalo Niagara Regional Transportation Council-Metropolitan Planning Organization/Niagara Frontier Transportation Authority	200000000	
US	Charleston	CARTA (Charleston Area Regional Transport Authority)		
US	Charlotte	Gaston MPO, Cabarrus MPO and Charlotte MPO		
US	Chicago	Chicago Transit Authority	1270000000	2012
US	Cincinnati	Metro	91900000	2013
US	Clearwater/Saint Petersburg			
US	Cleveland		356000000	2013
US	Colorado Springs	PPRTA- Pikes Peak Rural Transport Authority	93000000	
US	Columbia	Central Midlands Regional Transport Authority	12000000	
US	Columbus	Central Ohio Transit Authority (COTA)	93000000	2011
US	Dallas	Dallas Rapid Transport Authority	1070000000	
US	Dayton	Regional Transport Authority	74000000	
US	Denver	Regional Transportation District (RTD)	434600000	2013
US	Des Moines	Des Moines Area Metropolitan Planning Organization/Des Moines Area Transit Authority	25000000	2013
US	Detroit	Regional Transit Authority		
US	El Paso	Sun Metro		
US	Fort Worth			
US	Fresno			
US	Grand Rapids	The Rapid	70800000	2013
US	Harrisburg	Capital Area Transportation Study/Capital Area Transit	22500000	2013
US	Houston	Metro Transit Authority	1000000000	
US	Indianapolis	Indygo/Central Indiana Regional Transport Authority	65000000	2013
US	Jacksonville	North Florida Transport Planning Organization (MPO)/Jacksonville Transportation Authority	103000000	2011
US	Kansas City	KCATA (Kansas City Transportation Authority)	87000000	
US	Las Vegas	Regional Transport Commission of Southern Nevada	518000000	
US	Little Rock	Central Arkansas Transit Authority	16700000	2013
US	Los Angeles	Los Angeles County Metropolitan Transportation Authority	4500000000	
US	Louisville	Transit Authority of River City (TARC)	55800000	
US	Madison	Madison Transportation Planning Board		
US	Mcallen			
US	Memphis	Memphis Area Transit Authority	55000000	2011
US	Miami	Miami Dade Transit	535000000	2012
US	Milwaukee	Milwaukee County Transit System	163324000	2011
US	Minneapolis			
US	Nashville	Nashville Metropolitan Transit Authority	yes	
US	New Orleans	New Orleans Transportation Authority		
US	New York	Metropolitan Transport Authority	13500000000	
US	Norfolk-Portsmouth-Chesapeake-Virginia beach	Hampton Road Transportation Planning Organization/Hampton Road Transit (service provider)	3800000	2014
US	Oklahoma city	Central Oklahoma Transportation & Parking Authority (COTPA)	24500000	2012
US	Omaha			
US	Orlando	MetroPlan Orlando (MPO)/Lynx (service provider)	113500000	2013
US	Philadelphia	Southeastern Pennsylvania Transport Authority (SEPTA)	308000000	2014
US	Phoenix	Regional Valley Transportation Authority (Valley Metro)	277000000	2012
US	Pittsburgh	Port Authority of Allegheny County	372000000	2013
US	Portland	TriMet	1150000000	2012
US	Providence	Rhode Island Public Transit Authority	98000000	2013

Country	Metropolitan Area	Sectoral Transport Authority	Transport Authority Budget	Year
US	Raleigh	CAMPO (Capital Area Metropolitan Planning Organization)	4300000	2013
US	Richmond	GRTC Transit System	46875000	2013
US	Sacramento/Roseville	Sacramento Transport Authority - SACTA	138000000	2012
US	Saint Louis (US)			
US	Salt Lake City	Utah Transit Authority	283000000	2012
US	San Antonio	San Antonio Transit Authority	176800000	2012
US	San Diego	Metropolitan Transit System	243000000	
US	San Francisco	Metropolitan Transportation Commission/Bay Area Rapid Transit District (BART)	672000000	2013
US	Seattle			
US	Tampa	Tampa Bay Area Regional Transportation Authority	1700000	2011
US	Toledo (US)	Toledo Area Regional Transit Authority (TARTA)		
US	Tucson	Regional Transportation Authority	112000000	2011
US	Tulsa	Tulsa Transit		
US	Washington	Washington Metropolitan Area Transit Authority	1500000000	2014
US	Wichita			

APPENDIX 3 - THE QUESTIONNAIRE ON URBAN METROPOLITAN GOVERNANCE

Instructions: Please make sure that you properly reference the information that you find, i.e. insert web links and a description of what they are (should you find information on a website other than the administration itself it would be good to double-check information at all times with official administrative information provided on official websites of the government). We will run consistency and quality checks, randomly across the sample to ensure consistency and quality of the data collected.

Please provide your name and email address on each Metropolitan Area information sheet you fill out, so that the OECD administrators can get back to you in case they have any question:

Your name:

Your email:

Name of City/Metropolitan Area (MA) from the OECD list provided to you:

Name of Country in which the city/Metropolitan Area (MA) is located:

Information on the city centre

What is the name of the primary city (potentially identical with city/MA name provided above)?

NB: If there is more than one city centre, please list all of them and include this information for each of them in the follow-up questions on city centre. For example for Manchester it would be Manchester. The primary city of the MA of San Francisco has Oakland and San Jose as other city centres.

Source:

Information on MA governance

How many jurisdictions/municipalities exist in the entire MA?

NB: Simply insert total number of jurisdictions/ municipalities independent of type. This question corresponds to jurisdictions in the form of cities, counties, communes etc. – not in form of single purpose authorities such as a transport authority.

Source:

What type of jurisdictions and how many of each are there? Please insert the equivalent name of the type of jurisdiction that is used in the MA's country in brackets.

NB: For example: City: Frankfurt (Stadt), number: 1; district (Kreisstadt); etc…..

☐ City ( ), number: _____

☐ County ( ), number: _____

☐ District ( ), number: _____

☐ Commune ( ), number: _____

☐ Other, please specify name and number: _____

Source:

Does the MA have governance bodies (i.e. a supra-jurisdictional body) covering the entire MA area in form of a general purpose government or single purpose bodies?
NB: For example: a general purpose governmental body would be: The Greater Manchester Combined Authority (GMCA); a sectoral/single purpose body would be: New York's Metropolitan Transport Authority (MTA);.

☐ The MA has an overall governance body (includes council, authority, co-ordinating body) - please provide name:

_____

☐ The MA (not necessarily covering the same geographic area) has sectoral authorities for transport:

- please provide name: _____

Source(s):

Questions from now until the end focus on the MA governance body

How long has the MA governance body existed in its current form? Has it been preceded by a different form of governance?
NB: Please indicate year of creation of current body and describe (if needed) its preceding forms.

Source:

Does the MA governance body have a jurisdictional status or other legal or regulatory powers?
NB: The status can be of city, county, district, region, province, etc.

Source:

What is the MA governance body's primary purpose?

☐ Policy exchange forum, where jurisdictions keep full and independent budget authority and full control of all investment decisions and use the body simply to co-ordinate policies
☐ A cooperation agreement (any type of agreement, such as association, syndicate, local public enterprise…) or joint action. Jurisdictions collaborate on a selected set of questions, while part of responsibilities continue to be with each jurisdiction
☐ A merger/consolidation of previously independent jurisdictions into a full local government

☐ Other – please describe: _____

Source:

What is the composition of the governance body?

☐ Representatives of all jurisdictions (elected representatives in their jurisdictions)

☐ Representatives of all jurisdictions (representatives holding staff positions in their jurisdictions)

☐ Elections for MA governance body (representatives) -

☐ Other please describe_____ -

Source:

Number of Representatives

Please provide the number of representatives on the governance body: _____

Source:

Number of Staff

Please provide an approximate number of staff working in its administration (if at all possible) that does not include staff working in the jurisdictions: _____

Source:

What are the MA's governance body responsibilities?

☐ Transport:
☐ Spatial Planning
☐ Regional Development (growth, innovation, R&D, etc)
☐ Waste management
☐ Water Management
☐ Sewage Management
☐ Energy
☐ Education _____
☐ Tourism
☐ Culture, Leisure
☐ Healthcare
☐ Other - please provide names of sectors: _____

Source:

What is the MA's governance body's total annual budget?

NB: Ideally the latest annual budget and budgets of previous years. Please provide year of corresponding figures.

Source: